

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

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for the Journal.

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## American Railroad Journal.

New York, Saturday, April 20, 1867.

### The Proposed Railway Consolidation.

NEW YORK, April 11, 1867.

Mr. Charles A. Trowbridge, 48 Pine street :

DEAR SIR—May I ask for publication your views upon the proposed consolidation of the railways from Norfolk, Virginia, to the Tennessee line at Bristol, and thence to New Orleans, and through the Cumberland Gap into the State of Kentucky, looking ultimately to a continuous line from Norfolk to New Orleans, and from Norfolk to the Mississippi River at Hickman, Ky., and thence to St. Louis. From the great interests involved and the value which I attach to the measure in many respects, I hope you may find time to present the considerations which you so forcibly set out in our recent conversations. The proximity of the coal basin in Chesterfield County, Virginia, to the port of Norfolk, and the mineral deposits in South Western Virginia and Tennessee, are by no means inferior considerations in estimating the value of the railways, but the cotton and travel which must find this route the nearest, and, of course, the cheapest, from the Mississippi Valley to the Atlantic, must be the great sources of income, and I feel quite sure you will agree with me in the opinion, that no single measure of

public policy could be of more importance to Virginia than the consummation of the objects proposed. With consideration, and awaiting your reply,

I am very respectfully,  
D. H. LONDON.

48 PINE STREET, NEW YORK, {  
April 12, 1867.

D. H. London, Esq.:

DEAR SIR—I have your note of yesterday asking my views respecting a proposed consolidation of railways from Norfolk, Virginia, to the Tennessee line at Bristol, and thence to New Orleans; and also through Cumberland Gap, &c.

On the general principle that "in union there is strength," it has been found in this country that long lines of railroad can be operated more advantageously for the public and their owners than short ones; and that one executive head can—whether in military, civil or commercial operations—work more efficiently than many, is I believe, an undisputed proposition.

There is probably no class of property more dependent upon the whims and caprices of the public, than our railways. This fact certainly is too patent to every one who has had the management of them to need illustration.

Short lines of railroads may have "traffic arrangements" to make close passenger connections, carry through freight expeditiously, and every other arrangement that can be conceived of, but experience has shown that it is next to impossible for them to work as promptly and harmoniously as though they were managed by one mind.

The expense of keeping up a full railway "executive staff" for each short road constituting a through line, in comparison with one such staff for the whole line, is no inconsiderable item and is vastly more than uninitiated parties are aware of.

The first considerable consolidation of several short railroads in this country into one line occurred in the State of New York some fifteen years since, when six (I think) short roads were united by law under the title of the "New York Central Railroad Company." That law required the company to carry passengers long and short

distances for all time, at two cents per mile. Notwithstanding this low rate, I am informed that company has paid its shareholders nearly ten per cent. annually on the original cost of the shares of the companies which were thus consolidated, and at the same time has made its road one of the most frequented and popular lines on the continent.

The Pittsburg, Fort Wayne and Chicago Railway is, I think, one of the best illustrations of the beneficial results of consolidation. It is quite true that the line was originally known as the Pittsburg, Fort Wayne and Chicago Railroad Company, but the Illinois, Indiana, Ohio and Pennsylvania Companies constituting it, were distinct organizations, under separate management, connected by what is known as "a running arrangement" from Chicago to Pittsburg.

Although this line opened under the most flattering circumstances, and bid fair to be a splendid success for the several companies comprising it, it was not long before the jealousies, suspicions, and what not of the respective managers brought them all to the verge of ruin, with the probable loss of their roads by foreclosure of their first mortgage bondholders for non-payment of interest. Under this state of things, a gentleman of my acquaintance, in no way whatever connected with either of the companies, was consulted by persons largely interested in their stock, as to the best method of extricating themselves from their unfortunate position. After looking minutely into their affairs, he saw that bankruptcy of all concerned (except the first mortgage bondholders) was inevitable. He then suggested that a new company should be organized under a charter to be obtained from the four States through which the roads ran—with perhaps the same name (slightly changed)—and that the whole management should be put under one efficient head. This course was adopted, and resulted in saving to the second, third and fourth mortgage bondholders their bonds; the shareholders their stock; and the current creditors of the various roads the sums due; and finally in making it one of the most valuable lines of road in the country.

The consolidation of the Chicago and Northwestern Railroad Company (which originally was but one short road) with other companies, has

made it a corporation operating, at the present time, nearly eleven hundred miles of road, the western limit of which has, within the past year, been pushed through Iowa, and now connects with the Union Pacific Railway in the State of Nebraska. The gross earnings of this road in 1863 were less than three million dollars, while in 1866 they were over nine millions.

Other instances of the benefits of this kind of consolidation might be adduced, but I think the cases mentioned are sufficient to show the great advantages which result from such combinations.

As regards uniting the roads before mentioned under one management, I am clearly of the opinion, on account of their peculiar situation, forming as they do the only inland line from Norfolk to the Southwest, it would be very much to their advantage to consolidate with as little delay as possible. I passed over the line from Washington city to Knoxville a short time since and was particularly annoyed by waiting twenty-four hours at Lynchburg, caused by the trains failing to connect at that point. Notwithstanding we left Lynchburg "on time," my fellow passengers were detained twenty-four hours at Knoxville, the train having left but a short time before our arrival there.

I found the road from Lynchburg to Knoxville (from the operations of the late war) necessarily very much out of repair, and I have no doubt, from Knoxville to the extreme South it is equally so, from the same cause. I am unable to state the condition of the roads from Norfolk to Lynchburg, but I have no doubt they also need rebuilding quite as much as those I have mentioned. To put all these roads in first-class order will require a large amount of money.

If these several companies come into market to raise the small amount of funds each will need, it will be a difficult matter to accomplish it, as there will be such a diversity of interest, that capitalists will become confused with the variety of "Virginia" and other "southern railroad projects" presented at the same time. But, if on the other hand they all unite, put their roads as far as they can under one head, and present themselves before the moneyed men of Europe and this country, with one distinct enterprise which will be found extensive enough to induce the "great bankers" to take hold of it, they cannot fail to succeed. It is right and proper that I shall give a reason for this opinion.

In the first place, this line is the only direct railway route from New York to New Orleans; and if put in good order so that a person can be carried promptly (at fair speed) and without delay, it will take three-fourths if not the entire passenger business between those two points.

Secondly. Between Lynchburg and North Alabama, it has no competing road, and the topography of the country between the Cumberland and Smoky mountains is such that I doubt if ever a rival road will be built, consequently the local traffic, (as that is the only outlet for that part of the country) must be very large.

Thirdly. It will be difficult to estimate the amount of cotton that will be brought over the road from Northern Alabama, Eastern Mississippi and Tennessee. The rich mines of iron, copper, lead, coal and zinc in East Tennessee and Southwestern Virginia—to say nothing about those ex-

tensive coal-beds now being worked within eighty miles of Norfolk—which are now attracting so much attention among northern capitalists, and are being opened somewhat extensively, will furnish an amount of local freight to go East as well as West from those points, that will be difficult to estimate. As regards the line through Cumberland Gap to Hickman, Kentucky, with a view of reaching the Northwestern system of railroads at that point and Cincinnati, I think there can be but one opinion.

The surplus products of the country now find their market on the Atlantic coast by the Northern lakes, canals, the St. Lawrence river, the great lines of railroads from the Mississippi river over the Alleghanies, the Mississippi river and the Gulf of Mexico. The Northern lakes, canals, upper Mississippi and St. Lawrence are frozen many months of the year, during which time these products have to be carried by the railroads (to the extent of their capacity) I have mentioned to the seaboard. It will, I think, therefore, be readily seen, if a direct rail communication should be opened between Cincinnati and Norfolk, a large proportion of the products of Southern Ohio, Kentucky, Southern Indiana, Southern Illinois and Missouri will reach the Atlantic by that route.

It really seems to me, if the owners of the roads you have mentioned and your Legislature are wise, they will at once take the necessary steps to put themselves in such a strong position as will certainly ensure the consummation of the objects you have indicated.

I have already made this communication longer than I intended, but the subject is so prolific, and my desire for the early development of your part of our country (although I have not a farthing's pecuniary interest in it), is so great, that I scarcely know when to stop when I commence talking about it.

I am, my dear sir,  
Very respectfully, yours, &c.,  
C. A. TROWBRIDGE.

#### Boston and Worcester Railroad.

The gross income from operations of this road for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers....	\$1,003,158 19	\$1,028,695 85
" freight .....	623,499 63	772,534 15
" mails .....	13,712 47	14,164 26
" express .....		57,414 15
" rents .....	21,635 85	18,383 97
" interests, etc... .	35,157 96	23,537 16
	<hr/>	<hr/>
	\$1,697,164 10	\$1,914,729 54
Expenses, viz.:		
Repairs of road....	\$154,606 76	\$237,025 48
" engines...	127,942 82	103,728 00
" cars.....	113,222 82	145,629 64
" buildings..	68,570 15	146,904 55
" bridges ..	1,551 44	21,490 61
Fuel .....	130,614 69	131,641 78
Oil and waste .....	15,791 01	18,877 26
Wages of watchmen, switchmen and sig- nalmen .....	23,479 30	25,903 44
Taxes and insurance.	33,469 59	22,916 01
Passenger expenses..	114,344 11	131,496 86
Freight .....	173,222 98	228,591 16
Gratuities & damages	8,178 43	18,364 33
Rent to Agricultural Branch .....	20,969 07	21,695 23
Salaries.....	49,199 64	47,724 51
U. S. tax on receipts.	41,668 30	44,468 26
Revenue stamps .....	2,715 00	3,901 81
State tax .....	80,560 36	74,169 28
	<hr/>	<hr/>
	\$1,160,106 47	\$1,424,528 21

\$8,000.

Net income .....	\$537,057 63	\$490,201 88
Deduct dividend 10 per cent, including U. S. tax, on same.	478,684 20	478,684 20
<hr/>		

Surplus undivided .. \$63,373 43 \$16,517 13

The gross receipts have exceeded those of last year by \$217,565 44; the expenses by \$264,421 74; making the decrease in net income \$46,856 30. The increase on local business was \$120,927 38; on joint business \$53,644 80. Total income per mile of road, \$27,749 70; expenses, do., \$20,645 39. Income per mile run, \$2.62; expenses, do., \$1.95. Cost of road repairs per mile, \$3,455 20; do., per mile run, 32.50 cents. Per cent. of main track relaid with new rails, 13.15; do., with repaired rails, 4.76; do., with new sleepers, 13.79; cost per car per mile run, 2.30c. Cost per mile for fuel, 18.05 cents. Cost of transportation per ton and per passenger per mile, without distinguishing between them, 2.283 cents.

Miles run by passenger trains, 479,975; by freight trains, 233,242; by other trains, 16,253—total miles run, 729,470. The number of passengers carried in the cars has been 2,663,825; do, carried one mile, 42,008,825; do, carried one mile, to and from other roads, 14,300,624. Tons of merchandise carried, 569,319; do, carried one mile, 21,263,961; do, carried one mile to and from other roads, 16,321,481. Increase in passengers carried, 277,639; increase in passengers carried one mile, 1,509,359. Increase in tons of merchandise carried, 141,915; increase in tons of merchandise carried one mile, 5,213,864. The report says:

The gain on income from local passengers, as compared with last year, has been 11.75 per cent., while the loss on income from joint passengers has been 11.54 per cent. The gain from local freight has been 19.70 per cent., and from joint freight 26.77 per cent. The constant increase in business calls for a constant increase in the amount of accommodation, particularly in the freight department. Prior to 1854, we furnished our proportion of the merchandise cars for all the joint business with the Western Railroad Corporation. Since the commencement of that year, that corporation, by agreement, or under an award by which this arrangement was made in conformity with their desire, furnished all the cars, receiving compensation for their use on this road. This corporation was thus left overstocked with merchandise cars from that time to last year, when we furnished our proportion of the Red Line cars to run through to Chicago, and found other uses for all our own.

During this year we have taken down ten merchandise cars, unfit for use, and added to our stock eighty-six new eight-wheel and twenty-five four-wheel merchandise—also four passenger, one baggage, and our proportion of four passenger cars for the New York Line, at a cost of \$100,721 87. We have built a freight house, a house for milk cars, a platform for petroleum, enlarged our engine house, extended the covering over our wharf, completed and furnished the inward passenger station and Albany Street House in Boston, and partially completed a freight house at Milford, and an engine house at Worcester, at a cost of \$105,611 87. We have built a bridge over the Charles River, on the Newton Lower Falls Branch, at a cost of \$7,764, and are preparing to lay two additional tracks under the Tremont Street Bridge in Boston. The wooden bridge, of twenty years' standing, has been removed, and a substantial iron bridge, covering four instead of two tracks, will soon take its place. The work, however, has been greatly delayed by the Cochituate water pipes over the railroad at this point. The amount already expended by the corporation

## FINANCES.—ASSETS.

Cash .....	\$36,133 54
Loans on collateral.....	254,168 50
Notes receivable.....	25,355 72
Bills receivable.....	176,030 19
Balances due from other roads and individuals .....	122,120 78
Land not included in construction account .....	109,698 92
First mortgage bonds (256 of \$1,000 each) on the Grand Junction Wharves, &c. ....	254,930 00
Fuel, iron, sleepers, and materials on hand .....	165,200 85
	\$1,153,633 45
Deduct January dividends, 5 per cent, and U. S. tax on same....	\$236,842 10
Balances due other roads and individuals.....	393,605 55
Unclaimed dividends..	7,914 00
	638,361 65

Leaving a surplus of..... \$515,271 80  
 [Second mortgage bonds of the Grand Junction R. R. & D. Cos. (\$106,176 65), being of doubtful value, not included.]

Since our last report, authority has been given by an act passed at the last session of the Legislature, Stat. 1866, chap. 278, to connect this road with the wharves at East Boston in pursuance of which a location has been filed. Under the proceedings, mentioned in our last report, then pending in the Supreme Court, after a protracted hearing before two Masters in Chancery, to whom the case was referred for the determination of certain questions, the Grand Junction Wharf property was advertised for sale, and the offer made by this corporation being the highest, a motion was made that the trustees be instructed to convey the property to them as the highest bidder. But the court have not yet acted upon this motion, and we are not yet in a condition to provide the improvements necessary to make the property "available for the public benefit."

Prior to 1854, an average time of more than thirty days, and not unfrequently a longer period, was occupied in the transportation of goods between Boston and Chicago. In July of that year an arrangement was made by which goods, transhipped at Albany, Suspension Bridge and Detroit, were taken through in twelve days under a tariff for first class freight of \$2.15 per 100 pounds. This arrangement cost the managers of the line and the Committee of the Board of Trade, who aided in effecting it, much time and effort, and proved satisfactory to the merchants of Boston. In the first annual report of that body in January, 1855, they say, "A committee of the government has endeavored to introduce into the management of some of our railways the system of guaranteeing the time within which they should agree to deliver at its destination the merchandise entrusted to them for transportation. It was first adopted—to their praise be it said—in the line of railway extending from Boston *via* Albany, to Chicago, to the North of Lake Erie." And again, in their report for the following year, they remark,

"We believe that much good has been accomplished; that the acknowledged increase of our Western trade the past season is owing in a great measure to the improvements which have been made in the regularity and speed with which goods have been transported, and that if the Board of Trade had effected nothing else, its influence has in this particular been of more benefit to you than can well be calculated. Not that your directors mean to arrogate to themselves all the credit of this improvement. It is due in the main to the managers of the railways, steamboats and propellers which form connecting lines, we may almost say thousands of miles long, from Boston to our far West. They have listened to our complaints, adopted our suggestions, and the result is as you have seen." Since that time the facilities for transportation of merchandise be-

tween Boston and all important points in the West and Southwest, have been still more improved, and cannot but give satisfaction to the merchants whose representatives aided in establishing this system. Three through lines, designated respectively by the color of the cars employed, are now in successful operation; the Red Line and the Blue Line to Chicago, St. Louis, &c.; the White Line to Cincinnati, Louisville, Evansville, St. Louis, &c. The Red Line cars are constructed, at an increased cost for building, use and repairs, to run over the 4 feet 8½, 4 feet 9¾ and 4 feet 10 inch gauges *via* Buffalo and Cleveland to Chicago and beyond; the Blue Line cars, by a third rail laid between Suspension Bridge and Detroit, run over one continuous track of a uniform gauge of 4 feet 8½ inches to the Mississippi River. Cars over both these lines run through from Boston to Chicago in five days, and under a tariff for first class freight of \$1.88 per 100 pounds, or more than 12½ per cent. less than the tariff of 1854, while every item of expense has been increased and some items more than doubled.

This corporation are building cars for the Blue and White Lines, and arranging special accommodations for the reception and delivery of the freight carried by all connecting lines. While we cannot lose sight of the necessity for a just consideration of the heavy terminal expenses imposed on this corporation, we shall spare no exertion to accommodate the through business, as well as all business done with connecting roads, in the expectation that a satisfactory arrangement in regard to this subject may be made. A highly respectable committee of the Board of Trade, to whose recognition of our former efforts in this respect we have already referred, after giving in their report an account of the establishment of the Red Line, and of the mode in which its business was transacted, add, "your committee believe that the system now referred to will if generally adopted, be of great advantage to all the interests involved. Its tendency must be to improve the manner of conducting the freighting business remaining under the immediate control of the roads, and to place the whole subject of transportation on a more satisfactory basis than has yet been reached. It has been estimated that the cost of transhipping freight on the route between Boston and Chicago amounts to half a million of dollars annually. How desirable if so heavy an outlay, or any part of it, may be avoided (involving also a saving in time) by the adoption of through trains between the principal cities of the country. To the public at large the system now recommended has many advantages. So far as the interests of Boston are concerned, your committee are of the opinion that one such company should be organized on each of the principal routes from this to the West."

So far as the line of which this corporation forms a part is concerned, this suggestion has been fully carried out in the manner above explained.

In order to meet the demands of the competing Express Companies seeking to do business over this road, an arrangement has been made, which took effect upon the first day of January 1867, to run through trains for the Expresses alone. The Adams Express Co. and the Merchants' Union Express Co. are each allowed the use of three cars between Boston and New York; one car is run to and from Albany for the Merchants' Union Co., and one for Thompson & Co. The same compensation is paid by each, and the sum received is divided *pro rata* between the corporations forming the line. The Adams and Merchants' Union Companies have equal accommodations at Worcester and intermediate stations on this road.

The change made in the Old Colony and Newport Railway two years ago, under Stat. 1861, c. 137, over Fort Point channel, directly in front of our wharves, rendered expensive alterations necessary, and left them in such a situation that, even with the best arrangement that could be made, they were much less available than before. In view of the increase of water-borne freight, and

grain in bulk, seeking transportation to this point, we felt it necessary to apply to the Legislature for authority to extend our track to the wharves below Federal street. Since the close of the year we have effected an arrangement with the Old Colony and Newport Railway Company, involving a settlement of our claims for damages by their new location, and the sale to this corporation of about an acre of wharf property on the channel, on which we contemplate erecting an elevator during the present year, with the hope that sufficient accommodation may thus be obtained for the present exigencies of this class of business.

The second section of the Agricultural Branch Railroad, from Northboro' to North Sterling, was opened for trial on the ninth day of July, thus making a continuous line through to Fitchburg by the way of Framingham. Three daily trains for passengers and one for freight, run by this corporation between Boston and Marlboro' and by the Agricultural Company between Marlboro' and Fitchburg, pass between Boston and Fitchburg without change of cars. The tariff to competing points has been amicably arranged between the manager of this line and the Fitchburg Railroad Company.

Not one of the 2,663,825 passengers transported during the year has been injured in the cars. This is the best testimonial that could be given of the care and fidelity with which the employees concerned in the management of the trains have performed their duty.

The equipment of the road consists of 36 engines; 58 8-wheel, 1 4-wheel, also 2-5ths of 5 on steamboat train, and 44 234ths of 25 on land route trains; 10 8-wheel baggage, also 2-5ths of 2 on steamboat and 44-234ths of 14 on land route trains; 371 8-wheel, 6 4-wheel merchandise, and 25 4-wheel coal cars.

## BALANCE SHEET, Nov. 30, 1866.

Construction and equipment.....	\$4,500,000 00
Materials on hand.....	165,200 85
Notes receivable.....	289,519 22
Freight uncollected.....	176,030 19
Grand Junction R.R. 1st mort. bonds	254,930 00
Do, 2d mortgage bonds.....	100,000 00
Land not charged to construction account .....	109,698 92
Balance due from other roads.....	128,297 38
Cash .....	36,133 54
	\$5,759,810 10

Capital stock.....	\$4,500,000 00
Reserved income.....	600,838 20
Insurance fund.....	21,110 25
Dividend payable Jan. 1, 1867.....	236,842 10
Unclaimed dividends .....	7,914 00
Bills unpaid .....	318,430 17
Balance due other roads.....	75,175 38
	\$5,759,810 10

## President.—GINERY TWITCHELL.

Directors.—Ginery Twitchell, Daniel Denny, Nath'l Hammond, Benj. F. White, Emory Washburn, Peter T. Homer, D. Waldo Lincoln, William Clafin and George P. Upham.

## Vice President.—D. WALDO LINCOLN.

## Superintendent.—ABRAHAM FIRTH.

## Treasurer.—HORACE WILLIAMS.

There is a proposition before the Virginia Legislature to consolidate the railroads between Norfolk and Cumberland Gap, so as to make the Virginia and East Tennessee Railroad a real trunk line, and give it access to the sea. It will require a good deal of money to put this road in order, and unless it's done, and the consolidation effected, the Virginians fear that Baltimore may reap all the rewards of the traffic of Central and Southwest Virginia.

## Railroads and Canals of Pennsylvania.

*Abstract of the Annual Report of the Hon. J. F. HARRANPT, Auditor-General of the State, for the year 1866.*

Companies.	Capital Account.			Length of road and Equipm't.	Cost of road and Equipm't.			Gross Earnings.			Operating and Repairs.	Earnings less Dividends, Amount, Rate p. c.	
	Share Capital.	Funded Debt.	Floating Debt.		Total Capital.	Pasenger.	Freight.	Mails, etc.	Total.				
Atlantic and Great Western . . . . .	\$ 29,564,405	29,999,900	1,156,819	60,721,124	56,357,560	393,00	1,257,267	\$ 3,478,916	97,307	4,832,490	\$ 3,522,460	1,811,030	
Bald Eagle Valley . . . . .	650,000	600,000	• 1,050,000	1,644,800	53,19	(Leased and operated by Pennsylvania Railroad Company.)							
Barclay Coal . . . . .	135,000	45,000	1,164,800	1,164,800	16,50	2,287	40,865	28,949	71,601	37,616	33,985		
Bellefonte and Snow Shoe . . . . .	99,000	2,144	701,144	436,286	22,50	9,387	73,271	5,543	98,150	66,826	41,324	12,000 2	
Buffalo, Bradford and Pittsburgh . . . . .	332,275	• • • • •	332,275	621,860	20,00	2,221	77,892	3,926	84,039	37,365	46,674		
Catasauqua and Fogelsville . . . . .	1,100,000	1,766,000	• • • • •	2,866,000	26,00	(Leased and operated by Erie Company.)							
Catawissa . . . . .	3,350,000	266,000	• • • • •	3,634,000	67,50	87,701	300,018	99,333	487,052	356,509	130,543		
Chester Valley . . . . .	871,900	867,500	600	1,740,000	1,371,900	21,50	(Leased and operated by Phila. and Reading Company.)						
Chestnut Hill . . . . .	120,650	• • • • •	120,650	4,12	16,530	2,943	19,473	• • • • •	• • • • •	2,152,315	20		
Cleveland, Painesville and Ashtabula . . . . .	5,000,000	1,500,000	• • • • •	6,500,000	4,868,427	96,35	954,438	1,468,446	2,568,835	1,464,222	1,04,613	499,730 10	
Cleveland and Pittsburg . . . . .	5,391,575	3,872,860	14,200	9,288,635	9,068,895	203,50	788,923	1,498,632	324,631	2,612,186	1,595,488	1,016,698	
Connington (Philadelphia) . . . . .	100,000	1,000,000	• • • • •	1,100,000	7,00	(In progress.)							
Cumberland Valley . . . . .	1,316,900	384,000	• • • • •	1,700,900	1,691,037	74,00	276,187	267,274	20,947	212,127	352,281	69,635 8	
Delaware and Hudson Canal R. R. . . . .	(See Del. and Hudson Canal.)			2,162,278	34,00	28,078	29,246	59,324	642,834				
Delaware, Lackawanna and Western . . . . .	11,288,600	3,370,500	717,222	15,376,322	12,559,844	113,50	244,170	2,466,737	27,529	2,738,496	2,023,672	704,824	
East Brandywine and Waynesburg . . . . .	89,800	168,000	2,000	259,800	17,50	(Leased and operated by Pennsylvania Company.)							
East Mahanoy . . . . .	352,550	• • • • •	392,550	391,604	8,00	(Leased and operated by Phila. and Reading Company.)							
East Pennsylvania . . . . .	654,400	574,900	• • • • •	1,229,300	1,569,740	39,67	170,243	262,271	13,564	446,078	211,04	255,084	
Elmira and Williamsport . . . . .	1,000,000	1,620,000	• • • • •	2,620,000	2,620,000	78,00	133,251	348,372	35,917	617,630	569,462	(Loss.)	
Enterprise . . . . .	99,625	• • • • •	1,000,000	700,000	• • • • •	(Oper. by Buff. and State Line Co.)	(In progress.)						
Erie and Northeast . . . . .	600,000	400,000	• • • • •	1,248,704	435,297	2,848,301	2,397,549	83,60	177,802	422,109	18,654	618,565	
Erie and Pittsburg . . . . .	664,300	61,206	61,206	651,205	651,205	407,537	7,75	7,091	10,668	17,759	3,830	14,229	
Farmers' . . . . .	300,000	200,000	• • • • •	90,000	90,000	90,000	12,66	(Leased and operated by Pittsburgh and Connellsville Co.)					
Fayette County . . . . .	117,400	86,000	96,000	298,400	298,400	262,000	17,12	16,162	23,850	15,799	55,801	33,080	
Gettysburg . . . . .	116,850	• • • • •	4,800	121,650	233,710	12,25	34,50	(Leased and operated by Pennsylvania Company.)	(No Report.)	22,721			
Hanover Branch . . . . .	1,182,650	700,000	• • • • •	1,882,550	1,882,550	54,00	(Coal Railroad.)						
Harrisburg, P. Mt. Joy and Lancaster . . . . .	1,615,000	150,000	150,000	1,765,000	1,615,000	26,81	24,564	23,023	8,105	55,692	62,000	161,500 10	
Hazleton . . . . .	1,809,565	500,000	100,000	2,409,565	1,657,799	32,00	68,75	28,021	12,925	250,906	197,311	2,972	
Hempfield . . . . .	685,130	1,462,142	• • • • •	2,147,272	2,188,498	280,158	11,00	• • • • •	89,773	1,679	56,452	53,595	
Huntingdon and Broad Top Mountain . . . . .	400,000	200,000	3,600	603,500	80,975	82,050	6,50	1,402	3,298	485	25,601	30,851	
Ironon . . . . .	669,952	500,000	• • • • •	1,069,952	1,227,606	34,50	(Leased and operated by Philadelphia and Reading Company.)						
Jamestown and Franklin . . . . .	26,250	635,000	144,904	706,154	715,731	4,62	600,000	700,000	21,60	(Leased and operated by Summit Branch.)	62,500	54,000 9	
Lackawanna and Bloomsburg . . . . .	1,335,000	2,401,645	68,880	3,805,525	3,812,146	82,00	164,219	653,497	11,102	818,878	285,010	• • • • •	
Lehigh Luserne . . . . .	89,000	• • • • •	105,000	194,000	344,650	356,870	12,50	67,324	67,324	12,000	51,324	45,291 14	
Lehigh and Susquehanna . . . . .	344,650	• • • • •	• • • • •	• • • • •	• • • • •	(Merged in the Lehigh Valley.)							
Lehigh and Mahanoy . . . . .	9,408,200	1,477,000	• • • • •	10,885,200	12,994,222	128,50	64,00	21,352	330,372	566,758	2,821,550	230,685	
Lehigh and Carbon . . . . .	83,562	62,167	675	146,404	91,011	3,00	• • • • •	46,446	5,717	52,162	32,578	1,481,060 20	
Little Saw Mill Run . . . . .	2,646,100	885,000	• • • • •	3,531,100	1,466,283	33,80	80,975	76,000	7,25	1,402	3,298	5,180 2	
Littlestown . . . . .	46,225	34,750	• • • • •	82,050	82,050	6,50	60,000	160,500	160,500	(Leased and operated by Philadelphia and Reading Company.)			
Lorberry Creek . . . . .	52,050	30,000	• • • • •	600,000	700,000	20,00	160,500	160,500	5,25	12,490	88,279	100,769 (Oper. by Reading Co.)	
Lykens Valley . . . . .	600,000	• • • • •	10,500	10,500	1,682,815	1,682,410	80,75	• • • • •	(Leased and operated by Pennsylvania Co.)				
McCauley Mountain and Black Creek . . . . .	75,000	75,000	• • • • •	1,125,000	1,125,000	1,125,000	1,125,000	1,125,000	1,125,000	(Leased and operated by Phila. and Reading Company.)			
Mahanoy and Broad Mountain . . . . .	1,335,815	250,000	• • • • •	1,585,815	1,585,815	1,585,815	1,585,815	1,585,815	1,585,815	(Leased and operated by Phila. and Reading Company.)			
Mifflin and Centre County . . . . .	475,000	161,000	83,932	4,200	129,074	167,900	6,9	323,375	167,900	167,900	32,337	10	
Mill Creek and Mine Hill . . . . .	323,375	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	302,048	8	
Mine Hill and Schuykill Haven . . . . .	3,775,600	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	(Not complete—length 13 miles.)		
Mount Carbon and Port Carbon . . . . .	200,000	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	(Leased and operated by Lehigh Coal and Navigation Company.)		
Nanticoke . . . . .	282,350	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	(Leased and operated by Pittsburg, Fort Wayne and Chicago Co.)		
Nequahoning Valley . . . . .	63,890	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	• • • • •	33,882	12	
Newcastle and Beaver Valley . . . . .	198,300	5,000	391,550	390,025	14,93	7,76	7,76	7,76	7,76	7,76	12,004	6	
North Central . . . . .	4,424,500	669,782	10,613,182	10,894,519	138,00	786,665	1,869,293	308,075	2,964,033	1,801,819	1,163,214	361,406	
North Lebanon . . . . .	300,000	• • • • •	300,000	319,632	12,00	• • • • •	41,418	41,418	41,418	25,866	16,652	80,000 10	
North Pennsylvania . . . . .	8,150,150	8,124,737	• • • • •	6,240,184	6,240,184	67,25	330,059	652,370	902,218	519,713	382,600		
Oil Creek . . . . .	755,150	656,000	1,309,150	2,458,945	1,309,150	179,100	1,231,561	13,535	1,424,196	676,585	747,611		
Pennsylvania . . . . .	20,000,000	11,438,856	445,500	31,884,356	3,946,440	364,43	1,061,629	16,717,289	12,466,212	4,261,077	1,737,969	9	

CITY PASSENGER RAILROADS.

## CANALS AND NAVIGATIONS.

## MINING STOCKS--GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per sh.
COPPER:					COPPER:					IRON:					GOLD:				
Acton	Ca. 5	200,000	---	Knowlton	L. S. 25	8	20,000	5½	Broad Top	Pa. 50	50	50,000	---	Acadia	N. S. 3	100,000	---	---	
Acton Vale	Oa. 5	50,000	---	Lafayette	Oa. 25	2	20,000	---	Copake	N. Y. 50	50	50,000	---	Ada Elmore	Idaho. 10	100,000	---	---	
Adventure	L. S. 25	3	20,000	Lake	25	2	20,000	---	Foster	"	5	50,000	---	Albion	" 3	100,000	---	---	
Aetna	" 25	11	20,000	Lawrence	L. S. 25	2	20,000	---	French Creek	Pa. 5	5	100,000	---	Altona	Col. 5	100,000	---	---	
Albany and Boston	" 60	250	20,000	Lenoxville	Oa. 5	100,000	---	Garrison's	N. Y. 5	5	100,000	---	American	Col. 100	50,000	---	---		
Algoma	" 26	3	20,000	Logan	Oa. 3	100,000	---	George's Creek	Md. 100	100	10,000	10½	American Flag	Col. 10	60,000	0.90	---		
Allouez	" 25	18	20,000	Lower California	Mo. 50	40,000	---	Harewood	" 5	20,000	---	Ascot	Can. 100	50,000	---	---			
American	" 25	1	20,000	Lyster	Oa. 2	200,000	2	Lake Superior	L. S. 25	25	20,000	---	At. & Pac.	Nev. 50	100,000	1.80	---		
Amygdaloid	" 26	17	20,000	Madison	L. S. 5	6	20,000	2	Mount Pleasant	Pa. 50	50	10,000	---	Baltic	Col. 5	100,000	---	---	
Anita	Cal. 20	20,000	---	Malden	" 5	25	20,000	---	Teal Lake	L. S. 25	25	20,000	---	Bates & Baxter	" 5	100,000	---	---	
Annapolis	Md. 10	50,000	---	Mandan	" 25	44	20,000	---	Tyson	Vt. 10	---	20,000	---	Benton	" 5	100,000	1.00	---	
Arcadia	L. S. 25	20,000	---	Manhattan	" 25	55	20,000	8½	LEAD AND ZINC:					Black Hawk	" 100	50,000	---	---	
Arizona	Ariz. T. 100	100,000	---	Marquette	Oa. 25	84	20,000	10c	Amenia	N. Y. 5	5	100,000	---	Bob Tail	10	100,000	---	---	
Arnold	L. S. 25	20,000	---	Maryland	Md. 5	48	20,000	---	Bucks County	Pa. 5	50	40,000	---	Briggs	Col. 100	10,000	---	---	
Ascot	Oa. 20	20,000	---	Mass	L. S. 25	25	20,000	---	Canada	Ca. 5	5	50,000	---	Burioughs	" 10	100,000	---	---	
Astor	L. S. 25	14	20,000	Massachusetts	" 25	20,000	---	Champion	N. Y. 5	5	100,000	---	Bullion	Mtns. 5	200,000	---	---		
Atlas	" 25	2	22,000	Medora	" 25	15	20,000	4½	Clute	" 5	5	110,000	---	Bullion Consol.	Col. 1	300,000	---	---	
Aztec	" 25	48	20,000	Mendota	" 25	100,000	4½	Continental	" 28	24	20,000	---	Chebucto	N. S. 5	100,000	---	---		
Balt. and N. C.	N. C. 5	20,000	---	Merriamac	" 25	64	20,000	---	Eastport	Me. 10	---	100,000	---	Central	Col. 5	200,000	---	---	
Bay State	L. S. 25	134	20,000	Merryweather	" 25	20,000	---	Erie	N. Y. 10	40,000	---	Central Gold	" 5	20,000	---	---			
Beaver	" 25	2	20,000	Mesnard	Oa. 25	8	20,000	1½	Guy's River	2	---	100,000	---	Chaudiere	Can. 5	100,000	---	---	
Bedford	Oa. 5	125,000	40c	Meteor	" 25	20,000	---	Hampton	Mass. 5	5	100,000	---	Jobden	Idaho. 10	100,000	---	---		
Black River	" 25	20,000	---	Michigan	" 25	20,000	---	Jefferson	N. Y. 5	5	100,000	---	Columbia	Nev. 100	300,000	---	---		
Bohemian	L. S. 25	171	20,000	Middlesex	" 25	20,000	---	Kings Hill	" 5	10,000	---	Consol Gregory	Col. 100	50,000	3.80	---			
Bolton	Ca. 5	200,000	50c	Milton	Oa. 25	15	20,000	---	Lake Superior	Mich. 5	200,000	---	Copalinsch	" 50	250,000	---	---		
Boston	L. S. 25	2	20,000	Minnesota	L. S. 25	184	20,000	8½	Lancaster	Pa. 5	5	50,000	---	Cordyon	" 25	100,000	5.35	---	
Brooklyn	L. S. 25	25	20,000	Missaquon	Oa. 2	150,000	---	Lehigh	Pa. 40	---	Continental	" 100	20,000	---	---				
Bronze	Ca. 5	100,000	---	Morrison	L. S. 25	20,000	---	Macomb	N. Y. 5	5	110,000	---	Excelsior	" 10	30,000	---	---		
Cabot	L. S. 25	4	20,000	Nashua	" 25	20,000	---	Maine	Me. 10	50,000	---	Garrison's	" 50	100,000	---	---			
Caledonia	" 25	5	20,000	National	" 25	54	20,000	9	Mineral Point	N. Y. 5	5	100,000	---	Gem	" 50	25,000	---	---	
Cambridge	" 25	5	20,000	Native	" 25	20,000	14	Phoenix	N. Y. 5	5	50,000	---	Golconda	" 20	250,000	---	---		
Canada	Vt. 4	100,000	50c	Naumkeag	" 25	1	20,000	---	Placentia Bay	N. F. 6	5	200,000	---	Gold Mountain	Col. 10	600,000	---	---	
Carp Lake	L. S. 25	20,000	---	Nebraska	" 25	20,000	---	Ramsey	Ca. 25	20,000	---	Gold Mining	" 100	50,000	---	---			
Cascade	" 25	20,000	---	Noquaket	" 25	20,000	---	Rochester	" 25	200,000	---	Gunnell	" 10	300,000	---	---			
Central	" 25	5	20,000	New England	L. S. 25	25	20,000	---	Rossie	N. Y. 5	5	100,000	---	Gunnel Central	" 50	20,000	---	---	
Champlain	Ca. 14	200,000	---	New Jersey cons.	N. J. 10	100,000	---	Oswegatchie	Ca. 5	5	100,000	25c	Gregory	" 50	25,000	---	---		
Chatham	" 2	200,000	---	Newton	Oa. 1	200,000	---	Placentia Bay	N. F. 6	5	200,000	---	Great Western	" 10	60,000	---	---		
Cheticamp	" 5	30,000	---	New York	L. S. 25	1	20,000	---	Ramsey	Ca. 25	20,000	---	Hope	" 25	80,000	---	---		
Chippewa	L. S. 25	20,000	---	N. Y. & Passaic	N. J. 5	100,000	---	Warren	N. H. 5	5	100,000	---	Holman	" 2	150,000	---	---		
Cliffon	" 25	20,000	---	North Cliff	L. S. 25	4	20,000	1½	White Mountain	" 5	5	100,000	---	Idaho	Nebra. 5	100,000	---	---	
Collin	" 25	20,000	---	North State	" 25	34	20,000	---	Coal & ANTHRACITE:	Pa. 25	60,000	46	Isaac's Harbor	N. S. 5	100,000	---	---		
Concord	" 25	4	20,000	North Western	Oa. 25	114	20,000	2	American	Pa. 25	50	20,000	46	Kansas-Colorado	Col. 10	100,000	0.60	---	
Consolidated	" 25	5	20,000	Norwich	" 25	11	20,000	1	Appleton	Pa. 50	50	50,000	24	Kip & Buel	" 2	100,000	0.40	---	
Copper Creek	Mo. 100	10,000	---	Otisville	N. Y. 5	100,000	---	Ashburton	Pa. 50	50	50,000	24	La Crosse	" 10	100,000	0.40	---		
Copper Creek	Wls. 25	20,000	22	Ontonagon	L. S. 25	25	20,000	---	Atlantic & G. C.	Md. 50	50	50,000	24	Liebig	" 5	200,000	---	---	
Copper Falls	L. S. 25	24	20,000	Ottawa	Oa. 1	200,000	---	Baltimore	" 100	100	20,000	---	Lake Major	N. S. 50	12,000	---	---		
Copper Harbor	" 25	1	20,000	Pacific	L. S. 25	25	20,000	---	Bear Valley	" 125	40	40,000	---	Mariposa	Cal. 100	50,976	7	---	
Copper Hill	Wls. 1	200,000	---	Pennsylvania	" 25	60	20,000	---	Beaver Meadow	Pa. 50	50	100,000	---	Do. preferred	" 100	57,744	20	---	
Corinth	Vt. 25	20,000	---	Petrichick	" 25	54	20,000	2	Big Mountain	Pa. 50	50	100,000	---	Mammoth	Col. 10	100,000	---	---	
Cornwall	Vt. 2	100,000	---	Pewable	" 25	32	20,000	15½	Bridgeport	Pa. 50	50	100,000	---	Massachusetts	" 5	250,000	---	---	
Dacotah	L. S. 25	20,000	---	Phila. & Boston	" 25	15	20,000	---	Broad Mountain	" 10	10	30,000	---	Mount Vernon	Nev. 10	300,000	0.40	---	
Dana	" 25	3	20,000	1bc	Phoenix	" 25	15	20,000	5	Bear Valley	" 125	40	40,000	---	Montana	Col. 4	100,000	0.40	---
Deep River	N. C. 5	10,000	---	Pontiac	" 25	10	20,000	6½	Bear Meadow	Pa. 50	50	100,000	---	National	" 10	300,000	---	---	
Delaware	L. S. 25	20,000	---	Providence	L. S. 25	100	20,000	---	Big Mountain	Pa. 50	50	100,000	---	New York City	Nev. 100	50,000	0.60	---	
Derby	" 25	20,000	---	Quincy	L. S. 25	100	20,000	---	Bridgeport	Pa. 50	50	100,000	---	New York	Col. 10	100,000	0.60	---	
Devon	" 25	14	20,000	---	Reliance	" 25	10	20,000	---	Broad Mountain	" 10	10	30,000	---	New. & Nevada	N. Nev. 10	100,000	---	---
Dorchester	" 25	20,000	---	Republic	" 25	8	20,000	8	Bear Valley	" 125	40	40,000	---	North Clear Creek	Col. 10	50,000	---	---	
Douglas	" 25	20,000	---	Resolute	" 25	25	20,000	8	Bear Meadow	Pa. 50	50	100,000	---	Pacific	Col. 100	40,000	---	---	
Dover	Ca. 2	200,000	---	Ridge	" 25	8	20,000	2	Big Mountain	Pa. 50	50	100,000	---	Peoples'	Col. 50	100,000	1.75	---	
Dudley	L. S. 25	14	20,000	Rochester	Oa. 25	12	20,000	8	Bridgeport	Pa. 50	50	100,000	---	Precott	Ariz. 10	100,000	---	---	
Dunham	" 25	20,000	---	Rockland	" 25	12	20,000	8	Broad Mountain	Pa. 50	50	100,000	---	Quartz Hill	Col. 25	40,000	2.46	---	
Eagle River	L. S. 25	32	20,000	Roscoe	Oa. 25	12	20,000	8	Bridgeport	Pa. 50	50	100,000	---	Republic	Nev. 100	15,000	0.20	---	
Edwards	" 25	1	20,000	St. Clair	L. S. 25	1	20,000	4	Broad Mountain	Pa. 50	50	100,000	---	Rocky Mountain	Col. 10	50,000	0		

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [-] signifies "nil" and leaders [...] "not ascertained."

## PASSENGER RAILROAD BONDS.

Fiscal year ending.	Completed; equi- val't in single trk.	Length. in. m.	In progress or projected.	Equipment. Cars.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	INTEREST.								
								No.	No.	Bonded Debt.	Floating Debt.	Gross.	Net.									
20 Nov.'66	3.36	—	—	Boston and Chelsea	110,000	119,000	\$	\$	\$	\$	\$	\$	\$	37	48	—	—					
30 Nov.'66	5.73	218	32	Broadway, Boston	348,279	325,000	—	—	20,451	168,846	44,203	7	9	94	7 J. & J.	1884	—					
30 Nov.'66	7.43	—	—	Cambidge	734,671	727,800	150,000	94	—	—	65,502	9	—	—	80,000	7 J. & J.	1883	—				
30 Nov.'66	2.57	—	—	Lowell (Horse)	46,536	46,000	—	—	—	—	20,359	3,261	—	—	—	—	—	—				
30 Nov.'66	11.75	—	211	31	Lynn and Boston	271,580	200,000	50,000	50,082	164,742	5,255	—	—	—	25	—	—	—				
30 Nov.'66	3.41	—	—	Malden and Melrose	60,246	200,000	55,727	—	—	27,144	—	—	—	—	254	—	—	—				
30 Nov.'66	3.07	—	—	Medford and Charlestown	38,600	21,000	4,600	—	—	19,621	2,240	50	—	—	25	—	—	—				
30 Nov.'66	38.82	887	157	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	118,472	—	—	—	—	—	40	524	—	—			
30 Nov.'66	6.28	—	254	35	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	—	—	40	—	—	—	—			
30 Nov.'66	3.22	—	—	Northampton & Willams.	300,000	300,000	—	—	—	4,627	2,686	211	—	—	—	—	—	—	—			
30 Nov.'66	5.69	60	9	Quincy	141,33	71,600	58,400	55,000	34,256	2,535	—	—	—	—	—	—	—	—	—			
30 Nov.'66	1.78	48	13	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—	—	—	—	—	—	—			
30 Nov.'66	3.61	—	—	Somerville	75,000	75,000	—	—	—	4,379	2,251	3	—	—	39	—	—	—	—			
30 Nov.'66	2.50	—	12	Stoneham street (Boston)	37,200	33,000	—	—	9,628	1,991	6	—	—	—	—	—	—	—	—			
30 Nov.'66	6.74	—	—	Suburban	5,000	5,000	—	—	—	—	—	—	—	—	—	87	—	—	—			
30 Nov.'66	—	431	63	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	—	—	—	—	47	—	—	—	—		
30 Nov.'66	1.58	—	—	West Cambridge	13,600	13,600	—	—	—	—	516	48	—	—	—	—	—	—	—	—		
30 Nov.'66	2.25	—	—	Winnisimmet	62,152	59,800	—	—	—	3,720	3,255	4	—	—	—	—	—	—	—	—		
30 Nov.'66	11.60	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Jan.'64	3.0	3.0	45	7	CONNECTICUT.	100,000	100,000	—	—	—	—	—	8	—	—	—	—	—	—	—	—	
31 Dec.'62	8.5	—	11	3	Fairhaven and Westville	300,000	300,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec.'62	Hartford and Wethersfield	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
33 Sep.'65	7.17	—	6	6 Albany	85,544	50,000	31,000	—	65,155	501	—	—	—	—	—	—	—	—	—	—		
30 Sep.'65	17.50	—	35	Bleeker St. & Fulton Ferry	1,595,666	900,000	610,000	46,000	103,215	37,558	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	10.78	—	32	Broadway (Brooklyn)	223,266	200,000	27,510	5,802	81,027	12,500	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	14.33	—	98	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	120,000	100,000	612,779	158,082	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	7.75	—	10	2 Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	24.00	—	35	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	178,827	3,666	9	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	56.18	1.90	146	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	51	10	—	—	—	—	—	—	—	—	—	
30 Sep.'65	11.75	4.00	32	Brooklyn City & Newtown	533,162	366,000	200,000	37,602	104,691	5,651	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	0.09	2.41	—	Brooklyn City & Ridgewood	167,200	164,000	20,000	—	3,200	—	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	2.50	—	—	Brooklyn City & Rockaway	7,500	35,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	24.00	—	116	Cent' Pk, N & E Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,000	74,053	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	2.00	—	—	Clinton Avenue (Albany)	2,800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	2.00	—	—	Cohoes & Waterford	500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	19.75	—	32	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	11.82	45	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	6.00	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	18.00	1.00	141	High Avenue	1,260,915	1,000,000	160,000	—	621,153	90,670	6	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	12.00	—	42	42d st. & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—	—	—	—	—	—	—	—	—	
30 Sep.'65	4.52	—	—	Grand st. & Newtown (W. Co.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	10.00	—	17	Harlem Br. Morris'a & Ford'm	163,733	72,000	118,500	3,000	52,700	2,600	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	19.00	—	30	Ninth Avenue	444,877	195,360	112,000	—	74,514	loss.	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	11.00	—	16	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	11.00	—	16	Rochester City & Brighton	251,559	133,400	100,000	—	80,028	29,616	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	16.00	—	—	Second Avenue (N. Y.)	1,215,127	650,000	520,000	136,970	388,298	106	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	8.37	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	139,604	482,224	loss.	100	—	—	—	—	—	—	—	—	—	—	
30 Sep.'65	17.50	—	147	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800,000	115,000	1,047,424	211,213	9	100	—	—	—	—	—	—	—	—	—	—
30 Sep.'65	5.00	—	50	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep.'65	4.46	—	100	Troy and Cohoes	50,000	50,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep.'65	6.50	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep.'65	9.00	—	—	Utica City	209,325	124,500	100,000	—	30,752	loss.	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep.'65	1.50	—	4	V. Brunt st & Erie Bas.(Bk'n)	62,000	60,000	12,000	—	12,839	808	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep.'65	—	—	—	Westchester	5,949	5,949	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep.'65	—	—	40	West Shore	1,457	2,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec.'62	5.32	—	7	NEW JERSEY.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec.'62	5.05	2.50	8	Hoboken and Hudson City	82,000	30,000	—</td															

## FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Interest.				DESCRIPTION OF SECURITIES.	Interest.			
	Amounts outstanding.	Rate.	Payable.	When Payable.		Amounts outstanding.	Rate.	Payable.	When Payable.
NATIONAL SECURITIES, April 1.					Now York—State Bonds	canal fund	6,000,000	6	Quarterly.
Loan of Jan. 28, 1847 registered	\$6,770,100	6	Jan. & July.	1867	151 <sup>1</sup>	" " "	2,250,000	6	1873
Loan of March 31, 1848 registered	8,712,542	6	" "	1868	128	" " "	500,000	6	1874
" " " coupon	284,000	6	" "	1868	130	" " "	900,000	6	1875
Texas Indemnity, of Sep. 9, 1850 coupon	20,000,000	5	" "	1874	102	" " "	800,000	6	1876
Loan of June 14, 1858 registered	" " " coupon	5	" "	1874	102	" " "	909,607	5	1877
Loan of June 22, 1860 registered	7,022,000	5	" " " coupon	1871	109	" " "	1,163,000	5	1878
Oregon War Loan of March, 1861 coupon	1,016,000	5	" " " coupon	1871	110	" " "	442,900	5	1868
" " " " " coupon	1,016,000	5	" " " coupon	1881	105	" " "	167,000	5	1868
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	108	" " "	4,500,000	5	1871
" " " " " coupon	18,415,000	6	" " " " "	1881	109	" " "	900,000	5	1874
Loan of July 17, & Aug. 5, 1861 registered	264,314,600	6	" " " " "	1881	109	" " "	800,000	5	1875
" " " " " coupon	264,314,600	6	" " " " "	1881	109	" " " " "	9,385,500	6	Various.
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	107 <sup>1</sup>	(new) " " " " "	5,000,000	5	1866
" " " " " coupon	514,780,500	6	" " " " "	1882	109	" " " " "	634,653	5	1866
Loan of March 8, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	107 <sup>1</sup>	" " " " "	536,798	6	1866
" " " " " coupon	100,000,000	6	" " " " "	1884	108 <sup>1</sup>	" " " " "	379,866	6	1868
Loan of March 3, 1865 (5-20s) registered	372,781,000	6	May & Nov.	1885	108 <sup>1</sup>	" " " " "	2,183,532	6	1870
" " " " " coupon	372,781,000	6	" " " " "	1885	108 <sup>1</sup>	" " " " "	1,600,000	6	1871
Loan of March 3, 1864 (10-40s) registered	171,069,350	5	Mar. & Sept.	1894	97 <sup>1</sup>	" " " " "	4,095,309	6	1881
" " " " " coupon	171,069,350	5	" " " " "	1894	98 <sup>1</sup>	" " " " "	2,400,000	6	1882
Pacific R. R. Bonds of (surpenny) registered	12,922,000	6	Jan. & July.	1895-96	" " " " "	" " " " "	681,038	6	May & Nov.
Treasury Notes of July 17, 1861 (7-30s) Due	167,350	6	" " " " "	1897	" " " " "	" " " " "	20,200,000	5	Various.
" June 20, '64 & Mar. 8, '65 1st series	12,590,800	7	Feb. & Aug.	1868	106	" " " " "	6,168,000	5	1871-72
" March 8, 1865 2d series	582,330,150	7	June & Dec.	1868	105 <sup>1</sup>	" " " " "	5,000,000	6	1871-72
" " " 3d series	12,500,000	6	At maturity.	1868	" " " " "	" " " " "	3,889,000	5	1871-72
Matured Debt not presented	12,274,300	6	At maturity.	1868	" " " " "	" " " " "	481,444	6	1871-72
Gold Certificates of Deposit	12,590,800	6	3 yrs	1868	" " " " "	" " " " "	1,708,000	6	1871-72
Compound Interest Notes of 1864	15,028,630	6	At maturity.	1868	" " " " "	" " " " "	1,499,000	6	1871-72
United States Notes (greenbacks)	375,417,249	6	At maturity.	1868	" " " " "	" " " " "	1,949,440	5	April & Oct.
Fractional currency	29,217,495	6	At maturity.	1868	" " " " "	" " " " "	239,187	5	1871-72
Navy Pension Fund	12,500,000	6	At maturity.	1868	" " " " "	" " " " "	1,706,000	6	1871-72
STATE SECURITIES.					" " " " "	" " " " "	24,382,332	6	long.
Alabama—Dollar Bonds coupon	2,109,000	6	May & Nov.	1877	" " " " "	" " " " "	872,813	6	1892
" Sterling " " " " "	648,000	6	Jan. & July.	1878	" " " " "	" " " " "	175,000	6	1893
" " " " " " " " "	658,000	6	" " " " " " " " "	1878	" " " " " " " " "	" " " " " " " " "	1,650,000	6	Various.
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	17-80	119	" " " " " " " " "	1,108,000	6	June & Dec.
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	1883-84	119	" " " " " " " " "	21,888,398	6	Jan. & July.
" War bonds	1,548,000	7	Jan. & July.	1892-90	100	" " " " " " " " "	1,865,000	5	1872
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	1892	100	West Virginia—State Bonds coupon	76-96	6	April & Oct.
Georgia—State bonds (sterling) coupon	72,000	6	Jan. & July.	1892	100	Wisconsin—State Bonds coupon	76-96	6	1873
" " " " " " " " "	2,271,750	6	Jan. & July.	1892	100	" " " " " " " " "	200,000	6	April & Oct.
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1892	100	" " " " " " " " "	641,800	6	1874
" State Bonds of 1860-'79 coupon	721,198	6	Jan. & July.	1892	100	" " " " " " " " "	700,000	6	April & Oct.
" " " " " " " " "	436,000	6	Jan. & July.	1892	100	CITY SECURITIES.	76-96	6	1875
" " " " " " " " "	229,372	6	Jan. & July.	1892	100	Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.
" " " " " " " " "	2,371,725	6	Jan. & July.	1892	100	Baltimore—City Bonds	1913	5	1876
" " " " " " " " "	1,778,677	6	Jan. & July.	1892	100	19,024,523	5	1877	
" " " " " " " " "	241,000	6	Jan. & July.	1892	100	Water Loan	668,000	5	May & Nov.
Indiana—State Bonds registered	1,157,700	6	Jan. & July.	1892	100	19,024,523	5	June & Dec.	
" " " " " " " " "	2,058,173	5	Jan. & July.	1892	100	Water Loan	668,000	5	Jan. & July.
Iowa—State Certificates registered	1,225,000	5	May & Nov.	1892	97	19,024,523	5	April & Oct.	
" War Loan Bonds	200,000	7	Jan. & July.	1892	100	19,024,523	5	1878	
Kansas—State Bonds coupon	200,000	7	Jan. & July.	1892	100	Water Loan	668,000	5	May & Nov.
Kentucky—State bonds coupon	417,000	6	Jan. & July.	1892	100	19,024,523	5	June & Dec.	
Louisiana—State Bonds coupon	3,204,000	6	Jan. & July.	1892	100	19,024,523	5	Jan. & July.	
" Fu-de' Coupons	9,356,000	6	various.	1877-90	82	Brooklyn—Municipal Bonds coupon	1,949,711	6	1879
Maine—State Certificates	582,000	6	Mar. & Sept.	1893	100	Publio Park Loan	3,036,200	5	Jan. & July.
" War Loan Bonds	4,900,000	6	Jan. & July.	1893	100	Improvement Loans	1,819,700	5	1880
Maryland—State Bonds coupon	2,171,902	5	quarterly.	1893	82	Water Loans	5,500,000	5	1881
" " " " " " " " "	1,727,000	6	" " " " " " " " "	1893	" " " " " " " " "	Chicago—Municipal Bonds (old) (new)	371,000	6	1882
" " " " " " " " "	3,192,763	6	" " " " " " " " "	1893	" " " " " " " " "	1,966,000	6	1883	
Massachusetts—State Script	6,401,000	6	" " " " " " " " "	1893	" " " " " " " " "	Water Loan	1,844,000	6	1884
" " " " " " " " "	63,000	6	" " " " " " " " "	1893	" " " " " " " " "	Sewerage Loan	1,184,000	7	1885
" " " " " " " " "	244,000	6	" " " " " " " " "	1893	" " " " " " " " "	Jersey City—Water Loan	650,000	7	Jan. & July.
" " " " " " " " "	275,000	6	" " " " " " " " "	1893	" " " " " " " " "	19,024,523	5	1886	
" " " " " " " " "	220,000	6	" " " " " " " " "	1893	" " " " " " " " "	Fire Indemnity Stock	3,478,900	4	June & Dec.
" " " " " " " " "	6,429,000	6	" " " " " " " " "	1893	" " " " " " " " "	Municipal Stock	402,768	5	1887
" " " " " " " " "	297,000	6	" " " " " " " " "	1893	" " " " " " " " "	19,024,523	5	1888	
" " " " " " " " "	150,000	6	" " " " " " " " "	1893	" " " " " " " " "	19,024,523	5	1889	
" " " " " " " " "	1,024,000	6	" " " " " " " " "	1893	" " " " " " " " "	19,024,523	5	1890	
" " " " " " " " "	2,030,000	6	" " " " " " " " "	1893	" " " " " " " " "	19,024,523	5	1891	
" " " " " " " " "	1,038,000	6	" " " " " " " " "	1893	" " " " " " " " "	19,024,523	5	1892	
" " " " " " " " "	250,000	7	Jan. & July.	1893	96	" " " " " " " " "	1,000,000	5	1893
" " " " " " " " "	1,760,000	6	" " " " " " " " "	1893	" " " " " " " " "	2,016,000	5	1894	
" " " " " " " " "	100,000	6	" " " " " " " " "	1893	" " " " " " " " "	2,375,000	5	1895	
" " " " " " " " "	216,000	6	" " " " " " " " "	1893	" " " " " " " " "	900,000	5	1896	
" " " " " " " " "	1,122,000	7	" " " " " " " " "	1893	" " " " " " " " "	674,300	5	1897	
" " " " " " " " "	700,000	7	" " " " " " " " "	1893	" " " " " " " " "	552,700	5	1898	
" " " " " " " " "	5 May & Nov.	7	" " " " " " " " "	1893	" " " " " " " " "	730,222	5	1899	
" " " " " " " " "	13,701,000	6	Jan. & July.	1893	" " " " " " " " "	2,232,500	6	1900	
" " " " " " " " "	3,000,000	6	" " " " " " " " "	1893	" " " " " " " " "	7,398,717	6	1901	
" " " " " " " " "	7,000,000	6	" " " " " " " " "	1893	" " " " " " " " "	1,009,700	6	Jan. & July.	
" " " " " " " " "	7 May & Nov.	7	" " " " " " " " "	1893	" " " " " " " " "	1,801,000	6	Var. 90	
" " " " " " " " "	1,890	6	" " " " " " " " "	1893	" " " " " " " " "	985,326	6	Various.	
" " " " " " " " "	1896	6	" " " " " " " " "	1893	" " " " " " " " "	1,500,000	6	April & Oct.	
" " " " " " " " "	1897	6	" " " " " " " " "	1893	" " " " " " " " "	1,496,100	6	Jan. & July.	
" " " " " " " " "	1898	6	" " " " " " " " "	1893	" " " " " " " " "	2,043,000	6	Jan. & July.	
" " " " " " " " "	1899	6	" " " " " " " " "	1893	" " " " " " " " "	1,161,000	6	Jan. & July.	
" " " " " " " " "	1890	6	" " " " " " " " "	1893	" " " " " " " " "	1,352,600	10	May & Nov.	
" " " " " " " " "	1891	6	" " " " " " " " "	1893	" " " " " " " " "	229,000	6	Jan. & July.	
" " " " " " " " "	1892	6	" " " " " " " " "	1893	" " " " " " " " "	1,133,500	6	1894	
" " " " " " " " "	1893	6	" " " " " " " " "	1893	" " " " " " " " "	2,500,000	6	1895	
" " " " " " " " "	1894	6	" " " " " " " " "	1893	" " " " " " " " "	10	May & Nov.		
" " " " " " " " "	1895	6	" " " " " " " " "	1893	" " " " " " " " "	1871	133	1896	
" " " " " " " " "	1896	6	" " " " " " " " "	1893	" " " " " " " " "	1876	188	1897	
" " " " " " " " "	1897	6	" " " " " " " " "	1893	" " " " " " " " "	1877	188	1898	
" " " " " " " " "	1898	6	" " " " " " " " "	1893	" " " " " " " " "	1878	188	1899	
" " " " " " " " "	1899	6	" " " " " " " " "	1893	" " " " " " " " "	1879	188	1900	
" " " " " " " " "	1890	6	" " " " " " " " "	1893	" " " " " " " " "	1880	188	1901	
" " " " " " " " "	1891	6	" " " "						

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
Atlantic and Great Western:														
1864.	150,713	164,438	166,493	194,992	200,847	265,626	295,612	356,408	401,108	357,228	368,344	325,828	3,235,492	
1865.	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	684,243	576,266	5,525,335	
1866.	475,641	488,279	385,991	412,521	464,507	493,243	466,828	568,580	632,150	599,670	474,056	388,573	5,096,119	
1867.	377,852	383,274	434,043											
Chicago and Alton:														
1863.	109,850	101,555	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	166,860	162,294	1,673,708	
1864.	100,991	154,418	106,803	102,723	178,786	206,030	224,357	312,165	354,554	320,879	307,803	252,018	2,770,484	
1865.	280,508	275,288	299,063	258,480	322,278	355,270	385,985	409,251	401,290	357,966	307,919	236,824	3,840,092	
1866.	226,155	222,241	200,111	269,249	329,851	371,544	321,597	387,269	322,038	323,030	271,247	3,695,153		
1867.	240,238	142,947	238,62											
Chicago and Rock Island:														
1863.	140,024	130,225	122,513	126,708	144,905	170,937	139,142	210,729	216,030	196,435	201,134	1,959,267		
1864.	158,735	175,482	243,150	186,013	198,679	243,178	224,980	307,874	375,860	324,565	326,617	321,037	3,095,470	
1865.	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,770	3,818,514	
1866.	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,361,331	
1867.	267,626	184,497	253,507											
Chicago and Northwestern:														
1863.	278,876	317,539	390,355	421,363	466,830	366,100	281,324	296,109	473,186	551,122	435,945	407,688	2,811,544	
1864.	541,005	482,164	499,296	468,358	686,623	747,944	502,861	767,508	946,707	921,886	749,101	546,609	7,982,980	
1865.	523,566	405,634	523,744	518,736	738,082	922,802	776,960	778,214	989,053	1,210,654	1,006,680	698,679	9,088,996	
1866.	690,532	586,43	747,591											
Chicago and Great Eastern:														
1863.	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	523,374	
1864.	47,393	56,565	67,822	61,312	59,182	58,178	53,519	88,458	87,037	97,376	94,543	75,111	505,496	
1865.	77,878	77,242	83,460	75,514	76,674	91,97	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821	
1866.	90,415	79,430	110,019	107,072	120,460	118,603	86,087	107,052	104,547	182,725	136,597	123,785	1,317,102	
1867.	96,223	80,928	93,872											
Erie:														
1862.	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,359	8,400,384	
1863.	845,695	839,949	564,445	948,059	848,183	770,148	781,248	867,092	816,801	965,294	1,024,649	1,035,321	10,469,481	
1864.	984,837	934,133	1,114,508	1,099,507	1,072,93	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,648	
1865.	1,001,007	947,146	1,256,568	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775	
1866.	including Buffalo Division	1,187,138	983,856	1,070,434	1,163,295	1,101,688	1,243,143	1,203,462	1,290,320	1,411,347	1,480,251	1,417,327	1,044,003	14,588,533
1867.	including Buffalo Division	906,795	917,639	1,139,528										
Illinois Central:														
1862.	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	350,463	3,445,527	
1863.	299,944	271,085	275,643	299,224	324,687	407,992	343,929	511,805	478,576	498,433	437,679	424,531	4,571,928	
1864.	327,900	416,588	459,762	426,797	466,572	610,100	423,578	640,179	799,226	661,391	657,141	608,403	6,829,447	
1865.	571,536	528,972	616,645	516,608	460,573	617,682	578,403	717,469	738,738	641,569	643,887	518,088	7,181,208	
1866.	603,063	505,266	505,465	411,605	569,260	567,679	480,626	578,253	511,348	601,971	588,219	504,066	6,546,741	
1867.	660,438	554,201	417,352											
Marietta and Cincinnati:														
1863.	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225	
1864.	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,458	1,088,166	
1865.	96,672	87,791	93,763	78,607	76,248	107,526	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058	
1866.	90,411	85,447	84,861	81,181	96,388	108,378	98,043	106,921	104,366	113,504	112,952	123,802	1,201,239	
1867.	94,136	78,976	92,910											
Milwaukee and Prairie du Chien:														
1863.	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,253	155,417	205,055	138,342	112,913	1,247,258	
1864.	102,749	115,135	88,221	140,418	186,747	212,209	189,517	113,399	168,218	178,526	149,099	117,013	1,711,281	
1865.	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	223,020	310,595	226,840	110,604	1,985,712	
1866.	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,231	150,089	245,701	244,864	93,787	1,985,900	
1867.	143,000	85,000	72,000											
Michigan Southern & Northern Indiana:														
1863.	248,784	230,508	557,227	268,613	264,935	241,236	180,145	238,012	308,106	375,567	332,260	348,048	3,802,546	
1864.	254,600	304,445	328,454	320,851	267,126	315,258	278,891	355,862	402,219	407,107	448,984	411,806	4,120,152	
1865.	363,998	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727	
1866.	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	4,635,717	
1867.	302,714	302,437	379,761											
Michigan Central:														
1862.	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,650,702	
1863.	242,073	245,858	226,432	238,495	236,483	206,221	193,228	215,449	308,168	375,488	336,794	306,180	3,168,066	
1864.	252,435	278,848	348,802	358,276	271,553	265,780	263,244	346,781	408,445	410,802	376,470	370,946		
1865.	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,69	4,504,549	
1866.	282,438	265,796	337,158	343,737	355,083	324,936	324,645	429,160	429,160	414,604	308,669	320,227	4,260,112	
1867.	304,095	231,661	375,210											
Milwaukee and St. Paul:														
1864.	51,965	46,474	64,993	83,202	131,448	128,970	90,362	86,482	164,710	221,688	198,136	129,227	1,402,106	
1865.	98,181	86,528	95,905	106,269	203,018	237,562	261,906	241,370	300,841	305,579	346,717	171,125	2,585,601	
1866.	131,707	123,404	123,957	121,533	246,622	244,376	208,755	188,815	276,416	466,359	328,539	129,287	2,538,800	
1867.	146,800	130,000	124,900											
New York Central:														
1862.	749,163	631,956	710,814	770,223	736,114	610,417	749,571	762,841	892,744	1,018,375	968,223	1,002,798	9,693,244	
1863.														

## AMERICAN RAILROAD BOND LIST.

✓ signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Description.				Amount.	Interest.	Description.					
			When payable.	Where payable.	Due.	Price.			When payable.	Where payable.	Due.	Price.		
Alabama and Florida:														
Mortgage	\$300,000	7	—	—	1867	—	Chicago and Milwaukee:	1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	85
Convert. (guar. by Dir.)	150,000	7	—	—	1868	—	Chicago and Great Eastern:	1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	42
Alabama and Tenn. Rivers:							Chicago and Rock Island:	1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872	—	Income bonds	51,000	8	May & Nov.	var.	—		
2d Mortgage	225,705	8	—	—	1864	—	Chicago and Northwestern:	Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	94
Albany and Susquehanna:							General 1st Mortgage	3,600,000	7	" "	"	1885	84	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	—	Funded Coupon Bonds	756,000	7	May & Nov.	" "	1882	88	
Allegheny Valley:							Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80	
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	—	Equipment Bonds	270,483	7	Jan. & July.	" "	1874	—	
Atlantic and Gt. Western:							Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88	
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80	Green Bay Extension Bonds	300,000	7	" "	" "	1886	75	
2d Mortgage	774,700	7	April & Oct.	1881	75	Flagg Trust Bonds	246,000	8	Jan. & July.	" "	—	—		
1st Mortgage, Penn.	2,324,800	7	" "	" "	1877	81	Cincinnati, Hamilton and Dayton:	379,000	7	Jan. & July.	New York.	1867	100	
2d Mortgage	913,500	7	Jan. & July.	" "	1882	77	1st Mortgage	1,250,000	7	May & Nov.	" "	1880	90	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	1882	—	2d Mortgage	1,300,000	7	May & Nov.	New York.	1893	—		
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85	Cincinnati, and Zanesville:	350,000	7	Feb. & Aug.	New York.	1873	98	
2d Mortgage	2,880,000	7	Jan. & July.	" "	1883	98	1st Mortgage	587,000	8	March & Sept.	—	1876	—	
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	1884	—	Hubbard Branch	105,600	7	—	—	—	—	—	
2d Mortgage	200,000	7	March & Sept.	1884	—	Clev., Painesville and Ashtabula:	500,000	7	Jan. & July.	New York.	1878	100		
1st Mortgage, Silver Creek	200,000	7	Quarterly.	London.	1890	—	Special (Sunbury and Erie)	1,000,000	7	—	—	1880	—	
Consolidated Bonds	16,333,500	7	—	—	—	Dividend Mortgage	—	—	—	—	—	—	—	
Atlantic and St. Lawrence:							Cleveland and Mahoning:	350,000	7	Feb. & Aug.	New York.	1873	98	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	3d Mortgage	587,000	8	March & Sept.	—	—	—	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	Hubbard Branch	105,600	7	—	—	—	—	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & B.	68-70	—	Clev., Painesville and Ashtabula:	500,000	7	Jan. & July.	New York.	1878	100	
Baltimore and Ohio:							Special (Sunbury and Erie)	1,000,000	7	—	—	1880	—	
Maryland Sterling Bds of 1888	3,000,000	5	Ja. Ap. Ju.Oc.	London.	1888	—	Dividend Mortgage	—	—	—	—	—	—	
Mortgage Coupon	1,852,000	6	April & Oct.	Baltimore.	1885	97	Cleveland and Pittsburg:	213,000	7	April & Oct.	New York.	1867	—	
"	628,500	6	Jan. & July.	"	1890	97	Junction 1st Mortgage 1st Div.	146,000	7	June & Dec.	"	1872	—	
"	1,856	6	1885	1,024,750	6	Jan. & July.	C. & T. Mortgage Bonds	306,000	7	April & Oct.	"	1886	94	
"	915,280	6	Ja. Ap. Ju.Oc.	"	1867	100	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	—	
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	1890	98	C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	"	1886	102		
Bay de Noquet and Marquette:							Columbus and Xenia:	36,600	—	June & Dec.	New York.	1866	—	
Income	100,000	8	April & Oct.	Boston.	1870	—	Mortgage	248,000	—	—	—	—	—	
Bellefontaine and Indiana:							Connecticut River:	250,000	6	March & Sept.	Boston.	1878	96	
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	70-99	90	1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95	
2d Mortgage	433,000	7	" "	1870	82	2d Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	—		
Income bonds	87,000	—	—	1870	—	3d Mortgage	2,622,000	7	" "	" "	1881	87		
Belvidere Delaware:							4th Mort. (M. L.) or 3d Extension	642,000	7	—	—	—	—	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85	River Line bonds	16,725	—	—	—	—	—	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84	Dividend bonds	3,500	—	—	—	—	—	
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	—	Income bonds	—	—	—	—	—	—	
Boston Concord and Montreal:							Clev., Columbus and Cin.:	475,000	7	Jan. & July.	New York.	184-90	—	
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	—	1st Mortgage, Coupon	—	—	—	—	—	—	
1st Mortgage	300,000	7	" "	New York.	1865	—	Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	—	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95	Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872	—	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95	C. & T. Mortgage Bonds	306,000	7	April & Oct.	"	1886	94	
Sinking Fund	336,000	6	" "	Boston.	1889	99	C. and T. (S. F.) Mortgage	6,000	7	March & Sept.	"	1870	—	
Boston and Lowell:							Dividend	36,600	—	June & Dec.	New York.	1866	—	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100	Mortgage	248,000	—	—	—	—	—	
200,000	6	—	—	1879	—	Connecticut River:	250,000	6	March & Sept.	Boston.	1878	96		
Buffalo, New York and Erie:							1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94	2d Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	—	
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	85	3d Mortgage	2,622,000	7	" "	" "	1881	87	
Buffalo and State Line:							4th Mortgage	642,000	7	—	—	—	—	
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	Toledo depot bonds	169,500	7	—	—	—	—	
Income \$ in '99, \$ in '72	200,000	7	Jan. & July.	" var.	—	Funded Interest	34,230	7	—	—	—	—	—	
Special Erie and North-East	149,000	7	" "	" 61-70	—	Dayton and Western:	289,000	7	March & Sept.	New York.	1882	50		
Burlington and Missouri:							1st Mortgage	250,000	7	June & Dec.	"	40	—	
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	—	2d Mortgage	289,000	7	Jan. & July.	New York.	1882	50	
Convertible bonds	600,000	7	Jan. & July.	—	—	3d Mortgage	2,622,000	7	" "	" "	—	—	—	
Old Road bonds	121,180	7	—	—	—	4th Mortgage	642,000	7	—	—	—	—	—	
Camden and Amboy:							Toledo depot bonds	169,500	7	—	—	—	—	
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	—	Funded Interest	34,230	7	—	—	—	—	
American Loan	2,535	6	"	New York.	1864	—	Dayton and Western:	289,000	7	March & Sept.	New York.	1882	50	
Loan for \$500,000	210,600	6	"	"	1867	100	1st Mortgage	250,000	7	Jan. & July.	Philadelphia.	1876	90	
" \$ 300,000	338,040	6	"	"	1870	95	2d Mortgage	2,622,000	7	" "	"	1875	—	
" \$ 375,000	675,000	6	"	"	1875	90	3d Mortgage	642,000	7	—	—	—	—	
" \$ 1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90	4th Mortgage (G. W. R.R.)	500,000	8	—	—	—	—	
" \$ 2,500,000	867,000	6	May & Nov.	"	1889	95	Dubuque and Sioux City:	300,000	7	Jan. & July.	New York.	1883	79	
Consolid. Mort. Loan \$6,000,000	4,437,300	6	June & Dec.	"	1893	96	1st Mortgage coupon 1st Div'n.	900,000	8	Jan. & July.	New York.	1871	93	
Camden and Atlantic:							Construction bonds, 2d Div'n.	1,499,000	7	Aprill & Oct.	"	1876	101	
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	85	Eastern (Mass.):	666,000	—	March & Sept.	"	1881	101	
2d Mortgage	493,000	7	April & Oct.	"	1879	71	1st Mortgage (convertible)	1,740,000	8	April & Oct.	New York.	1877	100	
Catawissa:							Income	348,000	7	Jan. & July.	"	1884	80	
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	—	Detroit and Milwaukee:	—	—	—	—	—	—	
Oayuga and Susquehanna:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	—	2d Mortgage	1,000,000	8	" "	"	1886	—	
Central of New Jersey:							3d Mortgage (convertible)	750,000	10	" "	"	1863	—	
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	101	4th Mortgage (G. W. R.R.)	500,000	8	—	—	—	—	
2d Mortgage	600,000	7	May & Nov.	"	1875	100	Dubuque and Sioux City:	300,000	7	Jan. & July.	New York.	1883	79	
Central Ohio:							1st Mortgage coupon 1st Div'n.	700,000	—	—	—	—	—	
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	89	Construction bonds, 2d Div'n.	666,000	—	—	—	—	—	
1st Mortgage E Div.	800,000	7	Feb. & Aug.	"	1865	—	Eastern (Mass.):	—	—	—	—	—	—	
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96	
2d Mortgage (S. F.)	950,000	7	" "	"	1885	85	3d Mortgage (convertible)	732,200	6	Feb. & Aug.	Boston.	1874	96	
4th Mortgage (S. F.)	1,205,800	7	" "	"	1875	50	1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju.Oc.	"	'66-'71	—	

## **AMERICAN RAILROAD BOND LIST.**

"signifies that the road is in the hands of receivers. (7) that the company is in default in its interest, "S. F." Sinking Fund. var," that the bonds fall due at different periods.

Description.	Amount	Interest	Interest.			Due.	Price	Description.	Amount	Interest	Interest.		
			When payable.	Where payable.	When payable.						When payable.	Where payable.	Due.
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) -	\$300,000	7				1891		Memphis and Charleston State [Tenn.] Loan	\$1,501,900	6	Jan. & July.	New York.	1880
Free Land, 2d Mortgage	200,000	8				1891		1st Mortgage	1,254,000	7	May & Nov.	"	
Galena and Chicago Union:								Michigan Central:					
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100		1st Mortgage Sterling	467,459	6	Jan. & July.	London.	1872
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	98		1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869
Elgin and State Line	189,000	7	Jan. & July.	"	1879	---		1st Mortgage (convert.) Dollar	1,995,500	8	"	N.Y. & Boston	1869
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884	---		1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	"	1882
Great Western, Ill.:								1st Mortgage (S. F.) convertible	4,253,500	8	"	"	1871
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106		Mich. Southern and N'n Indiana:					1872
" Eastern "	2,350,000	7	Feb. & Aug.	"	1865	102		Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861
Hannibal and St. Joseph:								Erie and Kalamazoo	37,000	7	March & Sept.	"	1862
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	82		Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863
Land Security	3,344,60	7	April & Oct.	"	1881	92		Goshen Air Line	651,000	7	"	"	1868
Convertible Bonds	822,000	7	Jan. & July.	"	1883	97		Detroit and Toledo	734,000	7	"	"	1876
Harrisburg and Lancaster:								1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	"	1885
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100		2d General Mortgage	2,253,500	7	"	"	1877
Hartford and New Haven:								Milwaukee and St. Paul:					93
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99		1st Mortgage	4,539,000	7	Feb. & Aug.	New York.	1892
Housatonic:								2d Mortgage	1,500,500	7	April & Oct.	"	1884
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	---		Real Estate Purchase	135,500				1874
Houston and Texas Central:								Milwaukee and Prairie du Chien:					
State (1st Lien) Loan	210,000							1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891
Mortgage	125,000	7						Minnesots and Pacifico:					96
Hudson River:								Real Estate	1,200,000	7	Jan. & July.		1892
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102		Mississippi Central:					61
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	103		1st Mortgage	1,007,363	7			
3d Mortgage	1,840,000	7	May & Nov.	"	1875	99		Mississippi Central and Tenn.:					
Convertible	1,002,000	7	"	"	1867	104		State (Tenn.) Loan	529,000	6			
Illinois Central:								Mississippi and Missouri:					
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	---		1st Mortgage (convertible)	1,000,000	7			
Construction	6,668,500	7	April & Oct.	London.	1875			2d Mor gage (S. F.)	400,000	8			
Construction	2,522,000	6	"	New York.	1875	107		Oskaloosa Division	688,556	7	Jan. & July.	"	1875
Redemption bonds	2,563,000	6	"	"	1890			1st Land Grant	3,612,000	7			
Sterling Redemption bonds	358,500	7	"	"	London.	1875		2d Land Grant	691,000				
Indiana Central:								Income Bonds	513,300				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	---		Mississippi and Tennessee:					
2d Mortgage	264,000	10	"					Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885
Income	20,500							1st Mortgage	600,000	6	"	"	1876
Indianapolis and Cincinnati:								Income Bonds	297,500	10	"	Memphis.	1870
1st Mortgage	500,000	7	Jan. & July.	No York.	1866	106		Mobile and Ohio:					
2d Mortgage	400,000	7	"	"	1892	100		Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882
Real Estate Mortgage	200,000	7			1853	68		Sterling (1st mort.) Bonds	4,187,000	6	"	London.	
Ind., Pittsburgh and Cleveland:								"	8	"	Mobile		
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	---		Income Bonds of 1841	146,200	8	"	N. Y. & Mob.	1861
2d Mortgage	347,000	7	"	"				"	1862-67	8	"	Mobile	62-65
" ten years									76,342	8	"	"	
Indianapolis and Madison:								Mongomery and West Point:					
Mortgage	640,000	7	May & Nov.	New York.	1881	85		Mortgage (due 1860, '63 and '65)	350,000	6			var.
Jeffersonville:								Mortgage	450,000	8			1866
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85		Morris and Essex:					
2d Mortgage	392,000	7	April & Oct.	"	1873	70		1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915
Joliet and Chicago:								2d Mortgage	516,950	7	"	"	96
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	---		Muscogee:					
Joliet and N. Indiana:								1st Mortgage	249,000	7			
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105		Nashville and Chattanooga:					
Kennebec and Portland:								Mortgage (State endorsed)	1,500,000				
1st Mortgage (City and Town)	500,000	6	April & Oct.	Boston.	1870	---		Chat and Clev. Subec. (endors.)	231,000				
2d Mortgage	230,000	6	"	"	Augusta.	1861		*New Albany and Salem:					
*Kentucky Centr. (Cov. and Lex.)								1st Mortgage	2,225,000	6			
1st Mortgage	160,000	6						N. Hav., N. Lond. and Ston'gton:					
1st Mortgage	260,000	7						2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868
2d Mortg.ge (convertible)	1,006,000	7						Extension	116,000	6	May & Nov.	"	1878
3d Mortg.age	600,000	7						New Haven and Northampton:					
Guaranteed by Covington	200,000	6						1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869
La Crosse, Viroqua & Mineral Pt.:								1st Mortgage (H. & Hamp.)	103,000	6	"	"	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	---		New Jersey:					
Lehigh Valley:								Company's (various)	855,000	6	Semi-ann'yly.	New York.	var.
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85		New London Northern:					
La Crosse and Milwaukee:								1st Mortgage	60,000	7	Jan. & Ju'y.	New London.	1871
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	---		Extension Bonds	72,800	6	March & Sept.	"	1885
Lackawanna and Bloomsburg:								1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	---		2d Mortgage Bonds	241,000				
Lexington and Frankfort:								N. Orleans, Opelous, and Gt. West.:					
Mortgage, due 1869 and '74	79,000	6						Louisiana State Loan	650,000	6			
Little Miami:								New Orleans City Subscription	1,500,000	5			
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100		1st Mort. Construction	1,730,600	8			
Long Island:								Premium (S. F.) Bonds	6,450,459	6	May & Nov.	New York.	1883
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	91		Db'ts of former Cos' outstanding	100,000				96
2d Mortgage	500,000	6	"	"	1870			Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876
Extension Bonds	175,000	7	May & Nov.	"	1890			Exchanged Stks [S. F.] Bds	606,000	6	May & Nov.	"	1883
Long Dock Co.:								"	77,000	6	"	"	1883
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98		Real Estate (S. F.) Bonds	165,000	6	"	"	1883
Louisville and Frankfort:								Real Estate Bonds & Mortgagess	139,815	7	var.	"	var.
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	---		Bonds of Aug. 1859, Convertible	45,560	6	"	"	1883
1st Mortgage	145,000	6	"	"	67-'78			Bonds of Aug. 1869, Convertible	460,000	7	Feb. & Aug.	"	1876
Louisville and Nashville:								Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	"	118
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77				3,816,582				91
Lebanon Branch 1st Mortgage	1,000							New York and Erie:					
Memphis Branch 1st Mortgage	281,000	7						1st Mortgage	3,000,000	7	May & Nov.	New York.	1867
Hardstown and Louisville	86,000	7						2d Mortgage	4,000,000	7	March & Sept.	"	1879
City of Louisville bonds	1,137,000							3d Mortgage	6,000,000	7	"	"	101
Maine Central:								4th Mortgage	4,441,000	7	April & Oct.	"	1880
Loan \$1,100,000	1,092,900	6						5th Mortgage	926,500	7	June & Dec.	"	1888
Loan \$400,000	314,100	6						Buffalo Branch	186,400	7	Jan. & July.	"	1891
McMinnville and Manchester:								Sterling Bonds	3,816,582				
State (Tenn.)	372,000	6						New York and Harlem:					
Mortgage	24,000	7						1st Mortgage	3,000,000	7	May & Nov.	New York.	1867
Marietta and Cincinnati:								Consolidated	1,000,000	7	Feb. & Aug.	"	1873
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	77		3d Mortgage	920,300	7	Jan. & July.	"	101
1st Mortgage Sterling	1,000,000	7	"	"	1891			4th Mortgage	4,441,000	7	April & Oct.	"	1880
Scioto & Hocking Val. R. mort.	300,000							5th Mortgage	926,500	7	June & Dec.	"	1888
Memphis, Clarkesv. and Louisiv.:								Buffalo Branch	186,400	7	Jan. & July.	"	1891
State (Tenn.) Loan	910,000	6						Sterling Bonds	3,816,582				
Memphis and Ohio:								New York and Harlem:					
State (Tenn.) Loan	1,340,000	6						1st Mortgage	3,000,000	7	May & Nov.	New York.	1873
								Consolidated	1,000,000	7	Feb. & Aug.	"	101
								3d Mortgage	920,300	7	Jan. & July.	"	101
								4th Mortgage	4,441,000	7	April & Oct.	"	1880
								5th Mortgage	926,500	7	June & Dec.	"	1888
								New York and New Haven:					
								Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875
								N. York, Providence and Boston:					
								1st Mortgage	500,000	6	Feb. & Aug.	New York.	1875

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (\*) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.				Description	Amount	Interest	Interest.						
			When payable.	Where payable.	Due.	Price				When payable.	Where payable.	Due.	Price			
North Carolina:																
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867	---	Richmond and Danville:	200,000	7	April & Oct.	Richmond,	75-76				
North-Eastern (S. C.):							Guaranteed by State	32,000	7	Feb. & Aug.	"	1875				
1st Mortgage	700,000						Mortgage (Coupon)	504,000	7	"	"	1873				
2d Mortgage	224,500						Mortgage (Registered)									
Northern Central:							Richmond and Petersburg:	130,500	7	June & Dec.	Petersburg.	1875				
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju.Oc.	Baltimore,	1870	102	Mortgage bonds	175,000	8	March & Sept.	Petersburg.	1870				
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Rutland and Burlington:	1,800,000	7	Feb. & Aug.	Boston.	1863	127			
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		1st Mortgage	937,500	7	"	"	1863	50			
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91	2d Mortgage	440,000	7	"	"	1863	3			
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83	3d Mortgage									
North Pennsylvania:							Sacramento Valley:	400,000	10	Jan. & July.	New York.	1876				
Mortgage	2,500,000	6	April & Oct.	Philadelphia,	1875	89	1st Mortgage	820,000	10	Feb. & Aug.	San Francisco.	1881				
Chattel Mortgage	300,000	10	"		1887	113	2d Mortgage									
Northern (N. H.):							Sandusky, Dayton and Cincinnati:	981,000	7	Feb. & Aug.		1900	76			
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92	1st Mortgage	16,000	7			1866				
Norwich and Worcester:							2d Mortgage	148,000	7			1866				
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877		3d Mortgage	73,912	6			1878				
Bonds for Dividend Scrip.	59,000	7	"	New York.	'64-'74		Six per cents									
Steamboat Bonds	96,000	7	Feb. & Aug	"	'63-'70		Sand sky, Mansfield and N'wark:	1,200,000	7	Jan. & July.	New York.	1886				
Ohio and Mississippi:							1st Mortgage	250,000	7	April & Oct.	New York.	1858				
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	85	1st Mortgage	100,000	7	March & Sept.	"	1856				
1st Mortgage—Western	850,000	7	"	"	1872		Seaboard and Roanoke:	300,000	7			1880				
2d Mortgage—Western	750,000	7	"	"	1874		1st Mortgage	75,000	7			1870				
Orange and Alexandria:							3d Mortgage									
1st Mortgage	400,000	6	May & Nov.	New York.	1866		South Carolina:	500,000								
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		State Loan	187,000	6			1868				
2d Extension	570,000	8	May & Nov.	"	1873		Domestic Bonds	284,500	6	Jan. & July.	"	'73-'74				
Ogdensburg & Lake Champlain:							Domestic Bonds	643,500	7	April & Oct.	"	'69-'71				
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	98	Sterl. Skg l'd bds after Jan. 1, '70	286,111	5	Jan. & July.	London.	1886				
2d Mortgage (now stock)							Southern Mississippi:	500,000								
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70-'80		1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1870				
Pacific (Mo.):							South-Western (Ga.):	437,500					80 A			
Construction Main Line	1,500,000	7	"	New York.	---		South-West Pacific:	2,000,000								
Panama:							1st Mortgage	1,600,000	7	Jan. & July.	Philadelphia.	1870				
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101	1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1877	106			
1st Mortgage Sterling	340,000	7	April & Oct.	"	1875		2d Mortgage						31 D			
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		Steubenville and Ind. (P. C. and C.)	1,400,000	7	April & Oct.	New York.	1876				
Peninsular:							1st Mortgage	1,100,000	7	Jan. & July.	New York.	1894	90			
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	76	St. Louis, Alton & Terre Haute:	1,100,000	7	April & Oct.	"	1894	"			
Pennsylvania:							1st Mortgage	1,000,000	7	Jan. & July.	"	1894	"			
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99	2d Mortgage	1,000,000	7	May & Nov.	"	1894	"			
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94	3d Mortgage	1,400,000	7	May & Nov.	"	1894	"			
2d Mortgage Sterling	2,283,840	6	"	London.	1875		St. Paul and Pacific 1st Division:	1,20,000	8	March & Sept.	"	1892				
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	1st Mortgage (10 miles)	700,000	7	Jan. & July.	"	1892				
Penobscot and Kennebec:							1st Mort. (Sunbury to W'msp't)	1,200,000	7	April & Oct.	Philadelphia.	1877	106			
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		Syracuse, Binghamton and N. Y.:	1,400,000	7	April & Oct.	New York.	1876				
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage Coupon	1,100,000	7	Jan. & July.	New York.	1894	90			
Peterborough and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	April & Oct.	"	1894	"			
State (Va.) Loan (S. F.):	800,000	7	Feb. & Aug.	New York.	'70-'75		2d Mortgage (series B)	1,100,000	7	Feb. & Aug.	"	1894	"			
No. Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'62-'72		3d Mortgage (series C)	1,400,000	7	May & Nov.	"	1894	"			
3d Mortgage (1862-'70-'72)	314,900	6	"	"	'65-'68		Income (series E)	1,700,000	7	"	"	1894	76			
Special Mortgage (1865-'68)	176,000	6	"	"	'63-'65		St. Paul and Pacific 1st Division:	120,000	8	March & Sept.	"	1892				
Last Mortgage (1863 to 1869)	42,000	5	"	"			1st Mortgage (20 m.)	700,000	7	Jan. & July.	"	1892				
Phila., Germantown and Norristown:							1st Mort. (70 m.) 2d mort. (10 m.)	1,200,000	7	June & Dec.	"	1892				
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	106	1st Land Grant Mortgage									
Convertible Loan	292,500	6	"	"	1885		Toledo, Peoria & Warsaw:	1,000,000	7	June & Dec.	New York.	1894	77			
Philadelphia and Reading:							1st Mortgage	900,000	7	Feb. & Aug.	New York.	1865	88			
Bonds of 1866, (unconvertible):	408,000	5	Jan. & July.	Philadelphia.	1867		1st M. (Toledo and Wabash)	2,500,000	7	"	"	1866				
" 1836,	"						1st M. (L. E. Wab. and St. Louis)	1,000,000	7	May & Nov.	"	1867				
" 1849,	"						2d M. (Toledo and Wabash)	1,500,000	7	"	"	1878				
" 1861,	"						Sinking Fund Bonds	152,355	7			88				
" 1843,	"						Equipment bonds	600,000	7			68				
" 1844,	"						Vermont Central:	100,000	6	Jan. & July.	Richmond.	1880				
" 1845,	"						Mort., guaranteed by State of Va.	206,500	5	"	"	1872				
" 1846,	"						Mortgage (coupons)	983,000	6	"	"	1884				
" 1847,	"						State Loan 1859-'60	210,000	6			Richmond				
" 1848,	"						Coupon bonds of 1865	38,000	8							
" 1849,	"						Funding Interest bonds	83,125	8							
" 1857, (convertible)	"						Dividend bonds	122,613	6							
" 1858,	"						Bonds not secured by mort.	61,584	6							
Phila., Wilmington and Baltimore:							Vermont and Tennessee:	1,000,000	6	Jan. & July.	Richmond.	1887				
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98	1st Mortgage	500,000	6	"	"	1872				
Pittsburg and Connellsville:							2d Mortgage	1,000,000	6	"	"	1884				
1st Mortgage (Turtle Cr. Div.):	400,000	6	Feb. & Aug.	New York.	1889	74	Warren (N. J.):	203,000	6	"	"	1869				
Pittsburg, Ft. Wayne and Chicago:							1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875				
1st Mortgage (series A):	875,000	7	Jan. & July.	New York.	1912	102	2d Mortgage	600,000	7	"	"	1875				
" (series B):	875,000	7	Feb. & Aug.	"	1912	11	3d Mortgage	600,000	7	"	"	1875				
" (series C):	875,000	7	Mar. & Sept.	"	1912	11	4d Mortgage	600,000	7	"	"	1875				
" (series D):	875,000	7	April & Oct.	"	1912	11	5d Mortgage	600,000	7	"	"	1875				
" (series E):	875,000	7	May & Nov.	"	1912	11	6d Mortgage	600,000	7	"	"	1875				
" (series F):	875,000	7	Jun. & Dec.	"	1912	11	7d Mortgage	600,000	7	"	"	1875				
2d Mortgage (series G):	860,000	7	Feb. & Aug.	"	1912	11	8d Mortgage	600,000	7	"	"	1875				
" (series H):	860,000	7	Mar. & Sept.	"	1912	11	9d Mortgage	600,000	7	"	"	1875				
" (series I):	860,000	7	April & Oct.	"	1912	11	10d Mortgage	600,000	7	"	"	1875				
" (series K):	860,000	7	May & Nov.	"	1912	11	11d Mortgage	600,000	7	"	"	1875				
" (series L):	860,000	7	June & Dec.	"	1912	11	12d Mortgage	600,000	7	"	"	1875				
" (series M):	860,000	7	April.	"	1912	11	13d Mortgage	600,000	7	"	"	1875				
3d Mortgage	2,000,000	7	May & Nov.	Philadelphia.	1876	84	14d Mortgage	600,000	7	"	"	1875				
Pittsburgh and Steubenville:							15d Mortgage	600,000	7	"	"	1875				
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75	16d Mortgage	600,000	7	"	"	1875				
Potsdam and Watertown:							17d Mortgage	600,000	7	"	"					

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.										Abstract of Balance Sheet.										Earnings.										
	Main Line.		Lateral and Branch Lines		2nd Track and Siding.		Road in progress or projected.		Equipment.		Cars.		Property and Assets.		Liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.	Price of					
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	M.	M.	Railroad and Apurtenances.	Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debts.	Other Liabilities.	Incl. all other assets and liabilities.	M.	M.	\$	\$	p. c.							
Companies.																															
30 Jun. '60	65.0	—	—	50.6	—	—	—	—	—	—	Alabama and Florida	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	—	101,102	37,866	—	—							
28 Feb. '60	30.8	—	—	58.1	2	2	19	—	—	—	Alabama and Mississippi	461,505	30,991	—	885,010	109,500	21,632	615,965	30.3	—	55,791	31,852	—	—							
31 May. '60	106.6	—	—	57.8	11	9	102	Aia, and Tennessee Rivers	2,261,927	184,906	*	1,067,006	777,777	240,486	2,476,023	109.6	—	207,626	111,232	—	—										
30 Jun. '59	57.0	—	—	171.8	—	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	—	—	—	57.0	236,791	21,006	—	—								
31 Dec. '60	469.3	13.5	—	49.4	21	20	263	Mobile and Ohio	9,258,002	189,562	—	3,615,400	7,361,831	1,591,391	17,922,359	8 mos.	—	1,324,847	642,499	—	—										
19 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	505,156	260,269	6	—										
3 Nov. '58	38.5	—	—	107.5	—	—	—	Arkansas	553,877	*	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	—	—							
30 Dec. '60	22.5	—	—	—	—	—	—	California	1,493,850	*	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—									
CONNECTICUT.																															
31 July. '60	23.8	—	—	1.9	—	6	5	Danbury and Norwalk	345,708	66,483	8,256	206,900	100,000	—	—	—	—	23.8	55,856	103,333	26,249	8	—								
31 Jan. '60	122.4	10.2	—	66.9	25	42	434	Hartford, Provid. and Fishkill	3,902,366	302,511	—	2,037,910	1,936,740	—	—	—	—	122.4	319,423	644,725	166,186	—	—								
30 Nov. '60	61.4	—	—	8.9	10	12	261	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	967,000	—	—	—	—	3,927,000	75.2	—	1,591,804	633,483	12	174							
31 Dec. '60	74.0	—	—	2.0	—	—	—	Housatonic	2,438,775	*	—	347,819	2,000,000	222,500	150,848	2,787,594	124.0	—	192,989	478,066	65,403	—	—								
31 Dec. '60	57.0	—	—	8.1	11	18	188	Naugatuck	1,455,639	*	—	—	1,100,000	295,000	34,056	62.0	159,074	419,469	125,922	10	—	—									
28 Feb. '60	50.0	—	—	2.6	—	8	10	N.Haven, N. London and Ston.	1,454,040	*	—	—	738,538	766,000	—	—	—	62.0	—	67,143	loss	—	—								
30 Nov. '60	85.0	5.8	—	4.0	3	22	22	New Haven and Northampton	2,379,608	*	2,379,608	1,234,100	650,000	—	—	—	—	1,874,100	30.0	60,067	79,856	loss	—								
30 Nov. '60	100.0	—	—	14.6	16	150	150	New London Northern	658,505	*	—	—	895,000	353,283	122,500	1,270,731	100.0	—	228,845	323,570	58,064	8	86								
31 Mar. '60	61.3	1.0	63.8	24	77	412	412	New York and New Haven	4,856,502	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	—	629,209	1,982,213	549,834	9	1194									
30 Nov. '60	59.4	7.0	9.2	19	19	466	466	Norwich and Worcester	2,463,988	149,711	666,663	2,363,600	556,000	6,112	3,390,375	66.4	—	366,149	750,578	260,523	10	95									
DELAWARE.																															
31 Oct. '60	84.8	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—	—	—	—	—						
31 Oct. '60	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	—	5,024	749,644	5.0	—	27,283	10,290	9	—	—	—	—	—					
FLORIDA.																															
31 Aug. '60	154.2	—	150	—	—	—	—	Florida and Alabama	632,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,867	—	3,585	—	—	—	—	—	—					
30 Apr. '60	32.0	—	8.0	18.0	8	1	6	Florida and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 July. '60	59.9	—	5.0	—	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '60	100.0	3.9	10.0	153.5	—	—	—	Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Jun. '60	88.7	—	—	16	6	85	85	Atlanta and West Point	1,200,079	*	96,462	1,232,00	36,500	22,721	1,296,541	86.7	—	415,411	54,848	4	—	—	—	—	—	—					
31 Dec. '60	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	738,700	129,500	—	—	—	31.0	—	168,988	95,612	—	—	—	—	—	—	—			
31 Dec. '60	63.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	—	151,887	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Apr. '60	48.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	*	—	—	4,366,800	—	—	6,590,173	229.0	—	879,468	1,715,025	764,574	10	—	—	—	—	—	—	—		
30 Nov. '60	191.0	—	—	58	65	69	69	Central of Georgia (and Bank)	4,366,800	*	1,003,650	4,156,000	312,500	—	—	8,123,345	232.0	—	1,159,188	528,048	8	—	—	—	—	—	—	—			
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,500,000	1,500,000	—	12,295	1,668,976	102.5	226,241	404,618	112,676	19	—	—	—	—	—	—	—	—			
30 Nov. '60	102.5	—	—	19	16	171	171	Macon and Western	774,244	162,534	—	669,950	249,000	—	—	—	—	—	1,026,888	60.0	—	202,714	110,516	8	—	—	—	—	—	—	
31 July. '60	60.0	—	—	7	2	107	107	Muscogee	—	—	—	—	1,275,901	10,200	180.0	180.0	—	—	—	—	—	—	—	—	—	—	—	—	—		
1 May. '60	58.1	—	—	3	4	83	83	Savannah, Albany and Gulf	1,386,634	52,374	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '60	106.1	100.8	16.2	22	20	230	230	South Western	3,350,606	411,373	34,173	—	84,173	457,500	3,202,400	1,000,000	2,000,000	6,000,000	288.0	—	264,524	856,846	343,802	—	—	—	—	—	—	—	—
30 Sep. '60	158.0	—	—	12.0	—	—	—	St. Louis, Alton & Terre Haute	1,002,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '60	224.0	—	—	41	23	765	765	Chicago and Great Eastern	—	—	—	—	—	—	—	4,390,000	5,600,000	—	—	224.0	—	—	—	—	—	—	—	—	10	—	
31 Aug. '60	182.0	—	—	14	10	187	187	Evanston and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	—	2,726,187	132.0	246,145	559,128	246,720	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '60	72.4	—	—	19	26	266	266																								

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.**

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Land-Grant Railroads are in *italics*.

Year ending.	Railroad.										Equipment.		Abstract of Balance Sheet.										Price of share.
	Main Line.	Lateral Lines	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.	No.	Passenger.	Freight, etc.	Companies.			Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.
	M.	M.	M.	M.	No.	No.	No.	No.	No.									M.	M.	\$	\$	% c.	
31 Jan. '66	44.0	—	—	136.0	13	11	118	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	366,277	123,862	—	16		
31 Oct. '66	387.0	6.0	81.0	14.0	150	108	3,246	Atlantic and Great Western	56,357,560	*	53,348	29,564,406	29,96,900	1,166,819	60,721,124	2,647,706	4,833,490	1,476,080	—	—			
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,260,000	286,000	—	3,634,000	67.6	227,645	447,052	130,641	—	13		
31 Oct. '66	74.0	—	6.3	—	18	12	130	Cumberland Valley	1,691,037	*	—	1,816,900	384,000	—	1,691,037	74.0	207,024	661,408	152,281	8	83		
31 Oct. '66	113.0	—	70.0	87	17	5,740	Del. Lackawanna and West'n	9,687,427	2,912,417	—	11,289,000	3,390,500	717,222	15,376,322	204.5	1,909,716	2,738,496	714,825	20	112			
31 Oct. '66	36.0	1.7	6.0	10	8	96	East Pennsylvania	1,342,081	227,659	—	—	654,400	574,900	—	1,584,740	36.0	199,412	446,978	287,034	—	—		
31 Oct. '66	78.0	—	16.0	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	30,000	1,000,000	1,620,000	—	2,620,000	78.0	286,148	517,531	loss.	5	30		
31 Oct. '66	18.5	—	6.0	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—			
31 Oct. '66	81.6	2.0	6.2	15	11	446	Erie and Pittsburgh	1,842,920	554,028	225,000	664,300	1,248,704	435,296	2,622,948	98.6	313,902	618,66	236,168	—	—			
31 Oct. '66	36.0	18.0	17.9	2	15	Hempfield	1,882,550	*	—	1,098,965	1,182,550	700,000	—	1,582,550	oper. by Penn.	55,642	R.R.U.	7	56				
31 Oct. '66	32.0	—	14	44.0	4	2	Harrisburg and Lancaster	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	2,727,227	282,900	2,972				
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	Huntingdon and Broad Top	2,188,498	*	—	655,130	1,462,140	2,188,498	59.7	184,282	250,906	53,595	—	16				
31 Oct. '66	80.0	2.0	13.5	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	—	1,325,000	2,401,645	68,880	3,812,146	82.0	48,750	818,378	285,010	—	—		
31 Oct. '66	71.0	57.5	130.0	—	86	19	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	18.6	1,075,411	3,718,650	2,260,027	20	57			
31 Oct. '66	28.8	6.0	8.0	—	—	—	Little Schuylkill	1,466,253	*	1,598,965	2,606,100	885,000	73,555	3,604,855	oper. by R.R.)	3,775,600	"	"	2	31			
31 Oct. '66	138.5	—	64.1	—	—	—	Mine Hill and Schuylkill Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	—	—	—	—	—	57			
31 Oct. '66	55.6	11.9	14.8	23	22	687	North Pennsylvania	5,764,968	665,222	467,050	3,150,215	3,124,727	—	—	—	658,772	67.5	345,588	902,211	382,500	—	32	
31 Dec. '66	354.8	33.3	166.3	452	240	1,979	Pennsylvania	25,642,634	3,271,215	15,238,668	20,000,000	18,938,256	—	44,251,544	665.5	7,080,026	16,583,883	5,967,520	9	56			
31 Oct. '66	17.0	3.0	19.3	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	208,439	409,986	1,491,850	159,800	—	1,817,554	24.2	274,879	606,342	247,446	9	60			
31 Dec. '66	287.5	—	63.3	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083,760	19,000,000	600	18,084,300	287.5	1,424,110	2,841,052	454,077	—	28			
30 Nov. '66	147.0	—	255.4	267	71	8,048	Philadelphia and Reading	19,898,403	3,765,774	2,899,368	22,742,867	6,719,562	—	32,577,484	474.8	4,381,336	10,972,810	6,016,531	10	50			
31 Oct. '66	26.5	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	—	1,099,120	200,000	—	1,641,607	26.5	195,478	849,446	316,754	15	131			
31 Oct. '66	96.0	105.6	50	72	93	Phila., Wilmington and Balt.	10,469,300	—	—	9,019,300	1,460,000	—	10,469,300	197.0	880,358	2,470,968	1,067,687	10	55				
31 Oct. '66	58.4	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,058	229,768	229,792	1,776,129	1,500,000	73,108	2,009,752	70.9	824,068	538,102	248,966	—	9			
31 Dec. '66	468.5	138.1	189.1	2429	121	429	Pittsb'g, Ft. Wayne & Chicago	1,569,450	—	982,244	9,940,987	12,568,500	—	26,927,540	468.5	4,945,188	7,467,217	2,819,581	10	92			
31 Oct. '66	28.0	—	5.0	—	—	—	Shamokin Valley & Pottsville	2,000,000	—	—	863,450	700,000	—	1,569,450	28.0	149,058	348,188	130,392	41	40			
31 Oct. '66	26.1	—	4.0	—	8	13	Westchester & Philadelphia	1,345,387	146,721	10,030	684,036	982,600	118,865	1,760,501	35.4	144,02	257,510	143,580	—	—			
31 Oct. '66	36.0	—	4.7	8	3	253	Tioga	826,367	247,246	22,301	549,400	316,000	26,292	1,095,912	35.6	120,064	264,123	123,812	25	46			
31 Aug. '66	62.0	—	4.0	—	16	140	N. Y., Providence and Boston	2,568,000	*	—	—	1,755,281	500,000	—	—	62.0	240,000	625,641	169,823	12	50		
31 Dec. '58	54.9	—	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,265	195,266	197,905	1,069,536	51.9	—	—	—	—	—			
31 Dec. '58	109.6	—	18	9	176	Charlotte and South Carolina	1,719,046	*	—	1,201,600	384,000	—	109.6	—	—	283,263	151,536	6	—				
1 Jan. '59	143.2	21.8	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	341,190	125,871	—	—					
31 Feb. '59	102.0	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	220,014	96,145	—	—				
31 Dec. '66	106.0	—	—	—	47	84	South Carolina	8,611,957	*	549,110	5,819,275	3,654,798	447,498	9,821,975	242.0	—	1,812,738	387,882	—	—			
30 Sep. '66	47.6	—	—	—	—	—	Central Southern (Tenn.)	1,921,439	58,183	—	—	805,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—		
30 June '66	30.0	—	1.8	—	17	11	200 East Tennessee and Georgia	2,310,083	156,264	—	—	2,141,970	536,854	—	—	140.0	10 mos.	421,029	154,081	—	—		
156	—	140.0	8.0	—	10	10	128 East Tennessee and Virginia	5,066,205	844,284	448,922	5,312,275	1,285,990	1,462,314	11,093,891	130.8	150,142	297,806	149,167	—	—			
30 Jun.	271.6	19.4	20.0	52	41	349	Memphis and Charleston	2,259,287	141,144	—	—	570,000	1,361,000	141,000	—	—	—	—	—	—	—	—	
30 Sep.	100.0	—	30.0	55.8	—	—	Memphis, Clarkesv. & Louis.	2,000,000	100,500	—	298,121	740,000	—	—	—	—	—	—	—	—	—	—	
30 Sep.	47.4	—	2.3	—	4	5	Mississippi and Tennessee	822,710	82,908	—	817,447	632,500	22,389	—	47.4	54,175	83,129	44,666	—	—	—	—	
30 Sep.	34.2	—	7.0	—	12	12	46 Mississippi Central and Tenn.	533,807	56,816	—	144,884	406,000	5,000	—	34.2	30,066	78,808	13,892	—	—	—	—	
30 Nov.	149.7	44.0	7.9	—	39	17	Nashville and Chattanooga	3,632,882	*	—	2,066,644	1,731,000	—	159.0	—	—	734,118	387,884	6	—	—	—	
30 Sep.	45.8	—	4.2	11.7	5	5	32 Nashville and Northwestern	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,248	—	—	—	—	
30 Sep.	30.0	—	0.6	8.0	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	—	—	—	—	—	—	
31 Aug. '59	41.3	—	—	122.1	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018												

## PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares out- standing.	Div'ds			Market Price.
		Rate.	Paid.	Market Price.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	-----	-----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	-----	-----
Baltimore and Ohio, (pref.)	3,000,000	7	7	-----	-----
Berkshire (guaranteed)	600,000	7	7	-----	-----
Boston Concord & Montreal (pref.)	1,340,400	6	61	-----	-----
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	-----	-----
Camden & Atlantic (preferred)	620,800	7	22	-----	-----
Catawissa (preferred)	1,150,000	7	284	-----	-----
Chemung (guaranteed)	380,000	-----	-----	-----	-----
Cayuga & Susquehanna (guarant.)	343,500	-----	-----	-----	-----
Cheshire (preferred)	2,017,825	7	55	-----	-----
Chicago & Alton (preferred)	2,425,400	7	109	-----	-----
Chicago & Northwestern (pref.)	12,994,720	7	7	594	-----
Cocheco (preferred)	17,750	8	-----	-----	-----
Co. & Passumpsic Rivers, (pref.)	1,73,800	10	803	-----	-----
Cumberland Valley (1st preferred)	241,900	8	8	-----	-----
" (2d preferred)	243,000	8	8	-----	-----
Detroit & Milwaukee (preferred)	1,500,000	-----	-----	-----	-----
Dubuque & Sioux City (preferred)	1,988,171	7	34	55	-----
Elmira, Jeff. & Canandaigua (guar.)	500,000	-----	-----	-----	-----
Elmira & Williamport (preferred)	500,000	-----	-----	-----	-----
Erie (preferred)	8,535,700	7	71	-----	-----
Hannibal & St. Joseph (preferred)	5,253,856	7	53	-----	-----
Harrisburg & Lancaster (guar.)	1,182,100	7	7	-----	-----
Houstanic (preferred)	1,180,000	8	104	-----	-----
Indianapolis & Madison (pref.)	407,900	8	8	-----	-----
Kennebec & Portland (preferred)	372,000	6	-----	-----	-----
Lackawanna & Bloomsburg (pref.)	800,000	7	-----	-----	-----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	25	-----
" " (2d pref.)	8,819,727	7	30	-----	-----
Michigan S. & N. Indiana (guar.)	1,089,700	10	140	-----	-----
Mil. & Prairie du Chien (1st pref.)	3,201,296	8	8	85	-----
" " (2d pref.)	841,400	7	73	-----	-----
Milwaukee & St. Paul (preferred)	7,370,900	7	49	-----	-----
New Haven & Northampton (guar.)	1,910,000	4	-----	-----	-----
New York & Harlem (preferred)	1,500,000	8	-----	-----	-----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	-----	-----
Paterson & Hudson (guaranteed)	630,000	-----	-----	-----	-----
Paterson & Ramapo (guaranteed)	243,000	-----	54	-----	-----
Peoria & Bureau Valley (guar.)	1,200,000	6	-----	-----	-----
Philadelphia & Reading (pref.)	1,551,800	7	7	-----	-----
Philadelphia & Trenton (guar.)	1,000,000	10	-----	-----	-----
Pittfield & North Adams (guar.)	450,000	6	94	-----	-----
Port, Sac & Portsmouth (guar.)	1,500,000	6	6	-----	-----
Rutland & Burlington (preferred)	382,700	8	-----	-----	-----
" " (preferred)	608,176	6	-----	-----	-----
St. L. Alton & Terre Haute (pref.)	1,700,000	6	71	-----	-----
Toledo & Wabash (preferred)	984,700	7	7	65	-----
Toledo, Peoria & Warsaw (1st pref.)	1,650,322	7	-----	-----	-----
" " (2d pref.)	908,422	7	-----	-----	-----
Troy & Greenbush (guaranteed)	274,400	6	6	48	-----
Jermont & Canada's (guaranteed)	1,600,000	8	8	1024	-----
Warren (guaranteed)	1,40,300	7	7	-----	-----
White Mountains (guaranteed)	200,000	5	5	-----	-----
Wrightson, Y. & Gettysburg (guar.)	317,050	2	2	-----	-----

## CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends		Market Price.
			Market Price.	Dividends	
CANAL AND NAVIGATION STOCKS:	\$	\$	p.c.	\$	\$
Chesapeake and Delaware	100	1,343,563	954	-----	-----
Chesapeake and Ohio	100	8,226,595	56	-----	-----
Delaware Division	100	1,633,356	56	-----	-----
Delaware and Hudson	100	10,000,000	10	144	-----
Delaware and Raritan	100	2,298,400	10	-----	-----
Erie of Pennsylvania	50	64,000	-----	-----	-----
Illinois and Michigan	50	6,001,700	10	534	-----
Lehigh Navigation	50	726,800	3	-----	-----
Monongahela Navigation	100	1,025,000	10	65	-----
Morris, (consolidated)	100	1,175,000	10	1204	-----
North Branch	100	-----	-----	-----	-----
Sault Ste Marie	100	-----	-----	-----	-----
Schuylkill Navigation (consolid.)	50	1,908,207	22	-----	-----
" " (preferred)	50	2,888,938	304	-----	-----
Susquehanna and Tide Water	50	2,048,200	154	-----	-----

## NEW YORK STOCK EXCHANGE.

## Actual Sales Prices for the week ending Apr. 17.

	Th 11	F. 12	Sat. 13	M. 15	Tu. 16	We. 17
Atlantic M. S. S. Co.	79	824	814	-----	824	83
At. & Gt. W. (O) 1st m't.	-----	-----	-----	-----	-----	-----
Buffalo, N. Y. & E. 1M.	-----	-----	-----	-----	944	-----
California 7s	-----	-----	-----	-----	-----	-----
Canion Co.	423	43	44	424	43	-----
Central Am. Transit	-----	-----	-----	-----	-----	-----
Chicago & Alton	106	106	106	106	107	-----
" " pref.	108	108	109	108	107	-----
" " 1 M.	-----	100	-----	-----	-----	-----
" " S. F.	-----	-----	-----	-----	-----	-----
" " Incl'ds	-----	-----	-----	-----	-----	-----
Chicago, Bur. & Q.	-----	136	136	136	136	136
" " " s.p.c."	-----	-----	-----	-----	-----	-----
Chic. & Northwest'n	32	33	334	34	324	324
" " pref.	59	604	61	59	59	59
" " 1st M.	844	844	844	844	844	844
" " 2d M.	-----	-----	-----	-----	-----	-----
" " " S. F.	-----	-----	-----	-----	-----	-----
" " Consol.	80	-----	-----	-----	-----	-----
Chicago & Rock Is'l.	874	874	88	884	884	884
Olev., Col. and Olin.	99	99	99	99	99	99
Olev. and Pittsburg.	684	70	70	70	70	70
" " 1st M.	90	90	90	90	90	90
" " 2 M.	-----	-----	-----	-----	-----	-----
" " 3 M.	90	90	90	90	90	90
" " 4 M.	90	90	90	90	90	90
Jiev. and Toledo	1184	1194	1134	1124	1124	1124
" " S.F. 7 p.c.	-----	-----	-----	-----	-----	-----
Cumberland Coal, pref.	27	29	30	30	30	294
Del. & Hudson Canal	144	-----	-----	-----	-----	-----
Del., Lack. & West.	-----	-----	-----	-----	-----	-----
" " 1M. 8p.c." 71-8.	-----	-----	-----	-----	-----	-----
" " 2M. 8p.c." 81.	-----	-----	-----	-----	-----	-----
Erie	544	56	58	574	56	554
" " pref.	-----	-----	-----	-----	-----	-----
" " 1 M. 7p.c." 67.	-----	-----	-----	-----	-----	-----
" " 2 M. 7p.c." 79.	-----	-----	101	101	101	101
" " 3 M. 7p.c." 55.	-----	97	97	97	97	97
" " 4 M. 7p.c." 60.	-----	-----	-----	-----	-----	-----
" " 5 M. 7p.c." 88.	-----	-----	-----	-----	-----	-----
Hudson River	-----	94x	94x	94x	94x	94x
" " script	-----	-----	-----	-----	-----	-----
" " 1M. 7p.c." 69-103.	-----	-----	102	102	102	102
" " 2M. S.F.	-----	102	102	102	102	102
" " 3M. 7p.c." 75.	-----	-----	-----	-----	-----	-----
" " conv. bonds	-----	-----	-----	-----	-----	-----
Illinois Central	1124	1134	1144	1144	1144	1144
" " Can.bd.s.	-----	-----	-----	-----	-----	-----
" " bonds	107	-----	-----	-----	-----	-----
Marietta & Cin. 1st pref.	-----	-----	-----	-----	-----	-----
" " 2d "	-----	-----	-----	-----	-----	-----
" " 1st mort.	-----	-----	-----	-----	-----	-----
Mariposa Mining Co.	7	74	74	74	74	74
Michigan Central	-----	108	108	1084	1084	1084
" " SF. 8p.c." 82.	-----	-----	-----	-----	-----	-----
M. S. and N. I.	674	684	684	684	684	684
" " guard.	-----	-----	-----	-----	-----	-----
" " 1M. S.E.	-----	-----	-----	-----	-----	-----
" " 2 M.	92	92	92	92	92	92
Mil. and P. du Chien	-----	-----	-----	-----	-----	-----
" " 1st pref.	85	-----	-----	-----	-----	-----
" " 2d pref.	-----	-----	-----	-----	-----	-----
" " 1st M.	-----	-----	-----	-----	-----	-----
Miiw. and St. Paul	25	-----	-----	-----	26	26
" " pref.	494	504	504	494	494	494
" " 1st mort.	-----	-----	-----	-----	-----	-----
" " 2d mort.	-----	-----	-----	-----	-----	-----
Miss. & Mo.	-----	-----	-----	-----	-----	-----
" " L.G.bonds.	-----	-----	-----	-----	-----	-----
Missouri 6s	65	95	944	944	944	944
" " iss.to H. & St. J.R.	-----	82	82	82	82	82
" " Pacific	954	954	954	954	954	954
New York Central	99	1004	1004	994	994	994
Real Estate	-----	-----	-----	-----	-----	-----
" " 7a.S.F. 76.	-----	-----	-----	-----	-----	-----
" " 7a.conv. 76.	-----	-----	-----	-----	-----	-----
" " 6a. S.F. 78.	-----	964	964	964	964	964
" " 6a. S.F. 77.	914	914	914	914	914	914
N York & Harlem	-----	-----	-----	-----	-----	-----
" " pref."	-----	-----	-----	-----	-----	-----
" " 1M. 7p.c." 73-1014.	-----	-----	102	102	102	102
" " 2M. 7p.c." 64.	-----	-----	-----	-----	-----	-----
" " 3M. 7p.c." 67.	-----	-----	-----	-----	-----	-----
North Carolina 6s	48	484	484	484	484	484
" " ex-coupon.	484	484	484	484	484	484
" " new	47	47	47	47	47	47
Ohio & Miss. cor.	234	244	244	244	244	244
" " pref.	-----	-----	-----	-----	-----	-----
Pacific Mail S.S. Co.	1224	1234	1234	1234	1234	1234
Panama	-----	256	256	256	256	256
Phila. and Reading	994	100	100	994	994	994
Pitca. Ft. W. & Chicago	914	914	914	914	914	914
" " 1M. 1024.	102	102	102	102	102	102
" " 2 M.	944	944	944	944	944	944
" " 3 M.	844	844				

## New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.  
Th 11. F. 12 Sat. 13. M. 15. Tu. 16. W. 17

## FEDERAL STOCKS:

U. S. 5s, 1871, reg.	109	109	109	110	110
U. S. 5s, 1871, coup.	109	109	109	110	110
U. S. 5s, 1874, reg.	102	102	102	102	102
U. S. 5s, 1866, coup.	97	97	98	98	98
U. S. 5s, 10-40s, coup.	97	97	98	98	98
U. S. 5s, 10-40s, reg.	98	98	98	98	98
U. S. 5s, 1861, reg.	109	109	109	109	109
U. S. 5s, 1861, con.	109	109	109	109	109
U. S. 5s, '81, O. W. L. Y.	—	—	—	—	—
U. S. 5s, 1881, " 47	—	—	—	—	—
U. S. 5s, 1867, reg.	—	—	—	—	—
U. S. 5s, 1868, reg.	—	—	—	—	—
U. S. 5s, 1868, coup.	—	—	—	—	—
U. S. 5s, 5-20s, c. 1862	109	109	109	109	109
U. S. 5s, 5-20s, c. 1864	107	108	108	108	108
U. S. 5s, 5-20s, c. 1865, 108	108	108	108	108	108
U. S. 5s, " reg.	—	—	—	—	—
7-30 Notes, 1st series.	106	106	106	106	106
" " 2d series.	105	105	105	105	105
" " 3d series.	105	105	105	105	105
American Gold.	—	—	—	—	—

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 16.  
W. 10 Th. 11 F. 12 Sat. 13. M. 15. Tu. 16

Catawissa	—	—	—	—	—
" preferred	28	28	29	29	29
Camden & Amboy	130	130	130	131	131
" " 6s '67	—	—	—	—	—
" " 6s '70	—	—	—	95	95
" " 6s '75	—	—	90	—	—
" " 6s '83	90	90	90	90	90
" " 6s '89, 89	90	90	90	90	90
" mort. 6s '89, 90	96	—	—	—	—
Ches. & Del. Canal	—	—	—	—	—
Del. Div. Canal	—	—	—	—	—
Elmira & W'nsport	—	—	—	—	—
" " pref.	—	—	—	—	—
" " 7s	—	—	—	—	—
Lehigh Navigation	54	54	53	53	53
" " 6s '84, 90	80	90	79	89	89
Lehigh Valley R. R.	58	58	58	57	57
" " 6s	—	—	95	—	—
Little Schuylkill R. R.	—	—	—	—	—
" " 7s	—	—	—	—	—
Long Island	—	—	—	—	—
" " 6s	—	—	—	—	—
Minehill	67	67	68	68	68
Morris Canal	—	—	—	—	—
" " pref.	—	—	—	—	—
" " 7s	—	—	—	—	—
Penn. Navigation	54	54	53	53	53
" " 6s '84, 90	80	90	79	89	89
Phil. & Del. Canal	—	—	—	—	—
North Pennaysylvania	—	—	—	—	—
" " 6s	—	—	—	—	—
" " 10s	—	—	113	—	—
Northern Central	—	—	—	—	—
Pennaysylvania R. R.	55	55	55	56	55
" " 1st m.	99	99	99	99	99
" " 2d m.	95	—	95	94	94
Penn. State, 5s	—	—	—	—	—
" " 5s, coupon	95	—	—	—	—
" " 6s. W. L.	102	—	101	101	101
Philadelphia City, 6s	97	—	98	—	—
" " new 100s	100	100	100	100	100
" " munc100s	100	—	100	—	—
Philad. Germ. & Nor. t. 0	60	60	60	60	60
Philad. & Reading	50	49	49	50	49
" " 6s, '86	—	—	—	—	—
" " 6s, '70	—	—	—	—	—
Philadelphia & Erie	27	27	28	28	28
" " 6s	—	—	92	92	92
Philad. & Sunbury	7s	—	—	—	22
Schuylkill Navigation	—	—	—	—	30
" " pref.	—	—	—	—	—
" " 6s '82	—	—	—	—	—
" " 6s '76	—	—	—	—	—
" " 6s '72 90	—	—	—	—	—
Susq. Canal	—	—	15	—	—
" " 6s '78	—	64	65	—	—
Union Canal, pref.	—	—	—	—	22
" " 6s '83	—	—	—	—	—
West Br. Canal	6s '78	—	—	—	—
Wyoming Valley Canal	—	—	—	—	—
" " bonds	—	—	—	—	—
Houstonville, (Horse)	13	13	14	—	—
Chestnut & Wal.	—	—	—	—	—
Green & Coates	81	—	—	78	—
2d and 3d streets	—	—	—	—	—
Spruce & Pine	27	—	—	—	—

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 16.  
W. 10 Th. 11 F. 12 Sat. 13. M. 15. Tu. 16

Baltimore City 6s, 1875, 99	96	—	—	—	—
" " 1886	—	—	96	—	—
" " 1870	—	—	96	—	—
" " 1890, 98	98	98	98	98	98
Balt. and Ohio	—	—	116	116	116
" " b'ds, '62	—	—	—	—	—
" " " 67	—	—	—	—	—
" " " 75, 97	—	—	—	97	—
" " " 80	—	—	—	97	—
" " " 85, 97	97	—	—	—	—
Northern Central	—	—	44	44	44
" " b'ds, 1885	—	—	—	—	—
" " 1900	—	—	—	—	—
City Passenger R. R.	—	—	—	—	18

## Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.  
Th. 11. F. 12 Sat. 13. M. 15. Tu. 16. W. 17

Boston and Lowell	120	—	—	—	—
Boston and Maine	126	126	—	—	125
Boston and Providence	—	—	—	—	—
Boston and Worcester	—	142	—	—	141
Cheeshire, pref.	—	—	—	—	—
Concord	—	—	—	—	—
Connecticut River	—	—	—	—	—
Eastern, Mass.	108	—	107	107	107
Eastern, N. H.	—	—	—	—	—
Fitchburg	116	116	116	116	118
Manchester & Lawrence	—	—	—	—	—
Michigan Central	108	—	—	—	—
Northern, N. H.	107	107	—	—	—
Northern Colony & Newport	90	90	90	90	90
Ph., Wil. & Baltimore	—	134	53	53	53
Portl'd, Sac'd & Ports.	101	101	—	—	101
Vermont & Canada	100	99	99	99	98
Vermont & Mass.	59	54	54	54	54
Western	—	139	140	—	—
Broadway (Horse)	—	—	—	—	—
Cambridge	90	90	90	90	90
Metropolitan	—	52	—	—	—
Middlesex	—	40	—	—	—
Central Mining Co.	—	—	—	—	—
Copper Falls	22	22	22	22	22
Franklin	20	20	20	20	20
Huron	11	10	10	10	8
Isle Royale	6	—	—	—	—
National	—	—	—	—	—
Minnesota	—	—	—	—	—
Pewabic	15	15	15	16	16
Pittsburg	—	40	—	40	40
Quiney	—	—	—	26	—
Rockland	—	—	—	—	—

## London Stock Exchange.

The following were the closing prices for American Securities on the 22d and 29th of March.

	Closing Prices.—	Mar. 22.	Mar. 15.
U. S. 5-20 yrs, 1882, 6 per cent.	74@74	74@74	74@74
Virginia State 5 per cent.	50@55	50@55	50@55
Do, 6 per cent.	44@45	44@44	44@44
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent.	55@60	55@60	55@60
Do, 2d mort., 1881	50@55	50@55	50@55
Do, Penn., 1st mort., 1877	55@60	55@60	55@60
Do, 2d mort., 1882	55@60	55@60	55@60
Do, consolidated mort. bonds, 1890	23@24	23@24	23@24
Eric shares, \$100 (all paid) 8 p. c.	38@39	38@39	38@39
Do, convertible bonds, 6 p. c.	65@70	65@67	65@67
Do, 3d mort., 1883, 7 p. c.	66@68	66@68	66@68
Illinoia Central, 6 p. c., 1875	85@86	85@86	85@86
Marietta & Cin. R. R. bonds, 7 p. c.	65@70	65@67	65@67
Mich. Cen convertible, 1889, 8 p. c.	66@68	66@68	66@68
Do, S. F. 1st mort., 1842, 8 p. c.	67@69	67@69	67@69
New York Central \$100 shares	60@65	60@65	60@65
Panama R. R. 2d mort., 1872, 7 p. c.	101@103	100@103	100@103
Penn. R. R. bonds, 2d mort. con. 6 p. c.	92@94	91@93	91@93
Do, \$50 shares	25@40	35@40	35@40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80@82	80@82	80@82
Do, with option to be paid in Phil.	80@82	80@82	80@82

## American Railroad Journal.

Saturday, April 20, 1867.

about a million dollars. The banks have gained handsomely in the legal tender line, partly through the flow of currency in this direction, and partly through the continuously liberal disbursements of the Sub-Treasury office, chiefly in redemption of maturing short date interest bearing obligations of the Government. The retirement, by purchase, or conversion into the new consolidated issue of the Five-twenties, of the first series of the Seven-thirties, which will mature in the coming month of August, is progressing at a rate exceeding a million dollars a day. The whole of this first issue, or all of it that can be prematurely reached by the Government, will doubtless be satisfactorily provided for by the time of the formal maturing of the notes. This will be a source of great relief and strength to the department, and cannot fail to foster popular confidence in the present judicious administration of the National finances. The city banks, in their last weekly exhibit, showed an increase \$1,180,740 in the legal tender reserve, and \$717,416 in the specie hoard, with a reduction of \$4,367,849 in the loan item, \$1,000,033 in the deposits, and \$72,526 in the circulation, as compared with the footings of the preceding weekly statement. The specie reserve of the banks is now \$8,856,229, against \$11,035,129, same time last year. The city bank deposits are now \$182,861,236, against \$193,153,469 week ending April 14, 1866. The legal tender reserve amounts to \$60,202,515, against \$73,910,370 same time last year. The circulation now stands at \$33,702,047, against \$24,583,981 same time last year. The loans are now \$250,102,178, against \$244,009,849 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$87,655,577 a day, against a daily average of \$88,639,197 the preceding week, and \$76,641,197 the week ending with March 30th. The current week's exchanges average \$101,592,488 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, \$235,545; increase of legal tender reserve, \$305,662; increase of deposits, \$1,031,088; decrease of specie, \$118,094; and decrease of circulation, \$5,778.

National Bank notes to the amount of \$172,000 were issued last week, making the total issue to 1,664 banks thus far \$302,508,756, against \$282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$3,581,982, leaving with the existing 1,647 banks, an actual circulation at this date, of \$298,926,774. The United States bonds held by Treasury Spinner in trust for National Banks as security for circulating notes amount to \$340,610,950; and for the public deposits, \$38,930,950—making a total of \$379,541,900. The Treasury Department, last week, redeemed and destroyed \$395,000 of worn and mutilated fractional currency, and issued \$317,000 worth

\$4,607,040; on Tuesday, receipts, \$3,561,536; payments, \$2,146,930. The balance at the close of business on Tuesday stood at \$111,503,431, against \$105,625,416 a week previous.

The Government has issued bonds to various railroad companies to the amount of \$12,920,000, or nearly thirteen millions of dollars, as follows: To the Union Pacific, main line, 303 miles, at \$16,000 per mile, \$4,880,000; to the eastern division of the same, 155 miles, at the same rate per mile, \$2,480,000; to the central branch, 40 miles, at same rate, \$640,000; to the Western Pacific, 20 miles, at same rate, \$820,000; to 27½ miles of the Central Pacific, at same rate, \$436,000, and to 86¾ miles of the same, the Rocky Mountain region, at \$48,000 per mile, \$4,164,000.

Government derived a less liberal income from excises, with fair average income from customs, last week. The customs revenue keeps up remarkably well, considering the comparative, rather than absolute, dullness in the industrial and commercial lines. The excises will be more prolific in a few weeks, when the income and annual taxes for 1866 shall have become practically payable into the Treasury. The excises, last week, yielded \$2,350,000, against \$5,888,886, the preceding week; customs at the port of New York, \$2,170,506, and at the outports, about \$750,000 (in coin) more, making the grand total income for the week equal about \$6,865,687 in currency, against disbursements of \$4,458,417 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$224,500,000.

The cable has proved very unreliable to the *bulls* in the Gold Market, since our last, as it has not conveyed hither from Europe any very alarming intelligence. On the contrary, all the information of an authentic nature which has been supplied by it has been, as a rule, of a pacific purport, and consequently decidedly adverse to the gold speculation. Hence, there has been far less activity in the market, and prices have been generally working downward, with irregular reactions, such as the spasmodic one of Wednesday, caused, in the main, by the circulation of reports, ostensibly by the cable, of impending and apprehended civil disturbances in the French capital, which reports were doubtless manufactured to serve the purposes of the inflationists of the Gold Board. The extremes this week have been 137½ at the commencement and 134 on Tuesday, followed by a rise on Wednesday to 135¾, and a subsequent reaction to 135@135½. The speculative inquiry has fallen of materially. The customs call has been moderate. The export drain has been utterly insignificant, contrary to the predictions of the *bull* element, in the early part of the month. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been \$489,800. The customs demand for Gold last week, averaged \$361,251 a day; thus far, this week, it has been equal to \$331,762 a day, or equal to a weekly aggregate of \$1,990,572. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were \$12,460, and from California, \$1,146,583. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been \$100,083,132, against \$107,860,623 same

time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been \$33,343,648, against \$22,448,205 same time last year, showing an increase this year of \$10,895,443. The exports of specie from this port, last week, were only \$65,763. The total outflow of specie from the port, thus far in the current fiscal year has been \$28,851,292, against \$17,785,698 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$72,000, making the total coin interest disbursements through the Government office, since July 1, 1866, \$36,553,964, against \$32,189,670 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to March 13, 1867, reached \$8,105,617, against \$7,749,299 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 13th of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	\$304,360	\$191,700	\$112,660
100s ...	5,038,800	3,492,300	1,546,500
500s ...	850,000	371,000	479,000
1,000s ...	24,367,000	20,750,000	3,617,000
1,500s ...	150,505,000	135,790,000	14,715,000
10,000s ...	5,000,000	5,000,000	.....
Total.....	\$186,065,160	\$165,595,00C	\$20,470,160

Foreign Exchange has been less buoyant, and the demand for it has been less active, yet quotations have not varied materially. Bankers' 60 day bills on London closed firmly on Wednesday at 109@109½, and on Paris to 5.20@5.16½; sight bills on London to 109½@110½; and on Paris to 5.16½@5.13¾. The offerings of produce bills have been fair, since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,458,700, making the total value of exports since July 1, 1866, \$141,539,252, against \$180,087,508 same time in the preceding fiscal year.

Government securities have been in good demand during most of the week at generally former prices. The main inquiry from home investors has been for the new issue of the Five-Twenties of 1865, and for the issue of 1864; while that from foreign buyers has been, of course, almost exclusively for the Five-Twenties of 1862, moderate shipments of which have been made to Europe, during the week. The compound interest notes have also been in request, partly for banking purposes, and have been quoted higher. U. S. sixes of 1867 closed here on Wednesday at 131¾; U. S. sixes of 1868, at 130; U. S. sixes of 1881, 109½@109½; U. S. Five-twenties of 1862 at 109½@109¾; U. S. Five-twenties of 1865 at 108½@108½; U. S. Five-twenties of 1865, consolidated, 107½@107½; U. S. Ten-forties at 97½@98, ex-coupon, and U. S. Seven-thirties at 105½@106½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....	118½	May, 1865 .....	112½
July, 1864.....	118½	August, 1865....	111½
August, 1864....	117½	September, 1865....	111½
October, 1864....	115%	October, 1865....	111
December, 1864..	114½		

The new arrangements of the Stock Exchange

for the sale of the public funds were formally inaugurated a week ago. The various issues of the national stocks have been regularly called in the newly organized board at from 10 a. m. to 2 p. m. At a meeting of this Government Exchange, held on Tuesday afternoon, a Committee on Membership was appointed, to whom all applications for admission previous to May 1 should be directed. Mr. Wm. M. Parks, No. 19 Broad street, is the Chairman.

The railway and miscellaneous share dealings have been on a less extensive scale, since our last, and despite the growing ease in money, prices have exhibited decidedly less buoyancy. At the same time, there has been no extraordinary pressure to realize, and toward the close, confidence in an early rally in the market has been gradually reviving.

The general markets have exhibited less animation, since our last. Business in domestic produce has been fair, chiefly in breadstuffs and provisions which have been variable in price, but which closed on Wednesday pretty firmly, as a rule. The Cotton trade has been spiritless, and holders have been discouraged by the continuous receipt of unfavorable market reports from Liverpool. One old and highly respectable firm (that of Messrs. John H. Brower & Co.) has been forced to succumb to the embarrassments resulting from the recent fall, and unmitigated depression in prices of this staple. Middling grades of cotton left off here on Wednesday tamely and rather heavily at 27@28½ cents per lb. as extremes. The stock of cotton now here is estimated at about 175,000 bales. The receipts at the port this week, have averaged nearly 2,350 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 521,000 bales, against exports of 385,000 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,605,000 bales against 1,708,197 bales same time last year; exports, 1,079,738 bales, against 1,144,710 bales same time last year; estimated stock at latest dates, 465,000 bales, against 453,000 bales same time last year. A moderate business has been transacted in the more desirable kinds of imported goods at about uniform prices for the principal articles. The demand for choice foreign dress goods has been more active and at rather more remunerative prices. The total imports of foreign dry goods, last week, were \$1,407,926, and the total amount marketed \$1,501,328. The value of foreign merchandise imported last week, was \$5,059,341—making the grand total specie value of last week's imports of dry goods and merchandise, \$6,467,267, and since July 1, 1866, \$205,274,070, against \$235,199,351 same time in the preceding fiscal year. The ocean freight market has been less active and with 556 vessels of all classes in port. For Liverpool we quote flour at 1s. 10½@2s. per bbl.; grain at 2¾@3½d. per bushel; cotton at 3½@4½d. per lb.; and heavy goods at 12s. 6d. @20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

April 8. April 10. April 17.

Consols .....	91	90½
U. S. 5-20's of 1862....	75	73½
U. S. 5-20's of 1865....	73	71½
Erie .....	39	37½
Ill. Central.....	78½	77½

\* Ex first of May coupon.

The New York exports, exclusive of specie, for the week ending April 16, and since the beginning of the year, compare as follows:

1866.	1867.
For the week..... \$6,267,431	\$4,458,700
Prev. reported..... 66,941,941	55,474,157

Since January 1..... \$73,209,372      \$57,932,857

The New York imports for the week compare as follows:

1866.	1867.
Dry goods..... \$2,003,467	\$1,407,926
Gen. merchandise..... 8,757,874	5,059,341
Total for the week..... \$5,760,841	\$6,467,267
Previously reported..... 87,354,312	67,878,771

Since January 1..... \$93,115,153      \$74,341,038

The commerce of New York from July 1st to date compares as follows:

1865-'66.	1866-'67.
Imports merchandise..... \$235,199,351	\$205,274,070
Exports produce..... 180,087,508	141,539,252
Exports specie..... 17,785,698	23,851,292

The balance in the Sub-Treasury on Wednesday was \$100,798,598.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:-

**New York.**-N. Y. State 7s, Bounty Loan, coupon, 108½; do., reg., 108½; do., 7s, 1870, 103½; Georgia, 6s, 70; do., 7s, 84½; Connecticut 6s, 100; Ohio, 6s, 1881@1886, 102; Jersey City Water Loan, 94; Brooklyn 6s, Water Loan, 97; Chicago, Rock Island and Pacific 7s, 89; Morris and Essex 1st mort., 96; Great Western 2d mort., 71½; Galena and Chicago 1st mort., 100; Chicago and Milwaukee 1st mort., 86½; Dubuque and Sioux City pref., 55; do., 1st mort., 79; N. Y. and New Haven R. R., 119½; do., 6s, 94; Chicago and Great Eastern, 10; do., 1st mort., 42½; Hartford and New Haven, 174; New Jersey Central, 114½; Central Coal, 41½; American Coal, 46; American Exp., 55; Wells, Fargo & Co., Express, 67; Adams' Exp., 56; U. S. Express, 55½; Mariposa pref., 20; Boston Water Power Co., 29; Western Union Telegraph, 36½; do., 7s, 80; Mechanics' Bank, 117; Mechanics' Banking Ass., 111; Bank of Commerce, 114; Bank of North America, 105½; Fourth National Bank, 104½; Importers' and Traders' Bank, 110; Bank State of New York, 110; Ocean Bank, 102; Manhattan Bank, 135; Merchants' Bank, 115; Hanover Bank, 112; Bank of Republic, 114½; Park Bank, 142; Gallatin National Bank, 106; Metropolitan Bank, 124; Central National Bank, 110½; Continental Bank, 108; American Flag, 0.90; Alameda Silver, 8.90; Atlantic and Pacific, 1.80; Benton Gold, 1.00; Columbian G. & S., 3.50; Consol. Gregory Gold, 8.80; Charter Oak Copper, 1.90; Corydon, 5.35; Davidson Copper, 1.40; Grass Valley, 2.50; Keystone Silver, 0.01; Kipp and Buell, 0.60; La Crosse Gold, 0.40; Montana Gold, 0.50; New York Gold, 0.50; Nye Gold, 0.03; Ohio and Colorado G. & S., 1.90; People's G. & S., 0.75; Quartz Hill, 2.25; Rocky Mt., 0.90; Smith and Parmalee, 5.00; Selsenderfer, 10.35; Walkill Lead, 0.33; United States Petroleum, 4.55; Bennehoff Run, 2.75.

**Philadelphia.**-New Jersey 6s, 102; Allegheny County coupon 5s, 75½; Pittsburg 6s, 73½; Harrisburg 6s, 91; Phila. and Reading 6s, 1886, 100; Steubenville and Indiana 1st mort., 7s; Bank, 115; Merchants' National Bank, 110; Suf-

folk National Bank, 115; Elliot National Bank, 105; National Bank of Commerce, 118; National Bank of Redemption, 109½; State National Bank, 91; Globe National Bank, 121½; Everett National Bank, 99½; Fanuel Hall National Bank, 126; Shoe and Leather Dealers' Bank, 121; Washington National Bank, 122½; Third National Bank, 108½; Atlas National Bank, 109; Shawmut National Bank, 110½; Howard National Bank, 105; Market National Bank, 105½; Traders' National Bank, 98½; Hide and Leather National Bank, 136; North National Bank, 108½; Revere National Bank, 128½; Continental National Bank, 110½; Freeman's National Bank, 124½; Blackstone National Bank, 123½; 2d National Bank, (Granite,) 136½; Allouez Mining Co., 4½; Albany and Boston, 6; Bay State, 5½; Concord, 2½; Canada, 50c.; Eagle River, 2½; Hancock, 6; Humboldt, 1¼; Native, 1½; Pontiac, 62½c.; Phoenix, 5; Superior, 2½; Winthrop, 75c.

**Baltimore.**-Western Maryland 1st mort., 95; Marietta and Cincinnati 1st mort., 77½; Parkersburg R. R., 18; N. W. Va. 1st mort., 94; do., 2d mort., 92; Virginia 6s, reg. old, 37; do., new, 34½; Bare Hill, 0.35; Franklin Bank, 13½; Marine Bank, 32; Farmers' and Merchants' Bank, 30; Citizens' Bank, 14; Bank of Baltimore, 103½; Mechanics' Bank, 95%; Bank of Commerce, 27½; Union Bank, 60%. The latest quotations are: Balt. and Ohio, 116@116½; do., 1867, 98@100%; do., 1875, 97½@97%; do., 1880, 97@1½97%; do., 1885, 97@97%; Northern Central, 44½@45; do., bonds, 1885, 83@84; N. W. Va., 18@18; do., 1st mort., 1873, 93½@94; do., 2d mort., 91½@92; do., 3d mort., 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 76@78; Central Ohio, 25½@27½; do., 1st mort., 89@90; Western Md. 5s, 64@65; do., 6s, guar., 95@95½; Maryland 6s, coupon, 1870, 100½@102; do., Ins., 101@102; do., 1890, 100½@102½; Baltimore 6s, 1870, 96@96; do., 1873, 96@99; do., 1875, 95@97½; do., 1886, 98@98½; do., 1890, 98½@98½; do., coupon, 100@100; do., Park, 97½@97½; do., 1892, 93@—; do., 5s, 1838-70, 88@88; City Passenger R. R., 18@18½; Canton Co., 43@43½; Gardner, 0.61@0.65; Am. Gas Coal, 0.50@0.75; Maryland Anthracite Coal, 3@6½; George's Creek, 90@91; Santa Clara, 2@4; Balt. Chrome, 0.20@0.40; Bare Hill, 0.35@0.40; Atlantic Coal, 0.60@0.75; Mineral Hill, 0.20@0.40; Baltimore Coal, 150@164.

#### Columbia and Port Deposit Railroad.

The stockholders of this company, at a meeting held recently, resolved to increase their capital stock to one million of dollars, and authorized the president to issue a first mortgage on the property and franchises of the company to the amount of two millions of dollars. The matter of putting the work under contract was also acted upon.

**The Secretary of the Interior has received a communication announcing the completion of the third section of twenty miles of the Central Branch of the Union Pacific Railroad, said branch being formerly known as the Atchison and Pike's Peak Railroad.**

**The track of the Manassas Gap Railroad is being laid. It is expected that the road will be finished between Manassas Station and Piedmont by the 24th inst.**

**Railroad Earnings.—Weekly.**

The earnings of the Grand Trunk Railway of Canada for the week ending Mar. 30th, 1867, were..... \$125,860 00  
Corresponding week of previous year. 115,354 00

Increase..... \$10,506 00

The earnings of the Detroit and Milwaukee Railroad for the week ending April 11th, 1867, were..... \$32,236 00  
Corresponding week of 1866..... 32,957 00

Decrease..... \$721 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in April, 1867, were..... \$75,707 00  
Corresponding week of previous year.. 56,221 00

Increase..... \$19,481 00

The earnings of the Western Union Railroad for the week ending April 7, 1867. .... \$8,249 88  
Corresponding week previous year.... 6,082 93

Increase..... \$2,166 90

The earnings of the Michigan Central Railroad for the 1st week in Apr., 1867, were.. \$81,628 16  
Corresponding week of previous year.. 78,881 08

Increase..... \$2,747 18

The earnings of the Chicago and Great Eastern Railway for 1st week in Apr. were... \$26,462 00  
Same period last year..... 23,061 00

Increase in 1867. .... \$3,401 00

The earnings of the Chicago and Northwestern Railroad for 2d week in April, 1867...\$178,296 00  
Corresponding week previous year .. 140,953 00

Increase..... \$37,343 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in April 1867, were..... \$87,280 00  
Corresponding week of 1866 ..... 101,589 00

Decrease..... \$14,259 00

**Journal of Railroad Law.****LIABILITY OF COMMON CARRIER MAY BE QUALIFIED BY SPECIAL CONTRACT—DECISION OF U. S. SUPREME COURT.**

The case of *York vs. The Illinois Central Railroad Company*, which was lately decided by the Supreme Court of the United States, gives an authoritative exposition of the law regulating contracts which seek to limit the common law liability of common carriers. The Court decides that the common law liability of a common carrier for the safe carriage of goods may be limited and qualified by a special contract with the owner; provided such special contract do not attempt to cover losses by negligence or misconduct. Thus, where a contract for the transportation of cotton from Memphis to Boston was in the form of a bill of lading containing a clause exempting the carrier from liability from losses by fire, and the cotton was destroyed by fire, the exemption was held sufficient to protect the carrier, the fire not having been occasioned by any want of due care on his part.

Where a deposition is taken upon a commission, the general rule is that all objections to it of a formal character, and such as might have been obviated if urged on the examination of the witness, must be raised at such examination, or upon motion to suppress the deposition. It is too late to raise such objections for the first time at the trial. Thus, where a copy of a bill of lading was

annexed to the answer of a witness, examined on a commission, and no objection was taken at the examination or by motion to suppress afterwards, it was held that the objection that the original was not produced, or its loss shown, came too late at the trial.

The facts of the case are these: Front & Son shipped at Memphis, on the Mississippi, a large quantity of cotton on board a steamer belonging to the Illinois Central Railroad Company, common carriers; which by the terms of the bill of lading was to be delivered at Boston, Mass., the consignees paying \$4.75 per bale, "fire and the unavoidable dangers of the river only excepted." The bill of lading which referred to the cotton as shipped by Front & Son was signed in form; two copies being given to Front & Son, of which they retained one, forwarding the other to the York Company in New England, for whom the cotton was intended. In the course of the transit the cotton was destroyed by fire.

The company now sued the carriers in the Circuit Court of Illinois for damages. Front was examined on a commission, and having stated that his firm were but agents of the York Company, and that the shipment was made on its account as owner, proved the fact and contract of shipment, (which last he stated was in the form of a bill of lading,) and the value of the cotton. But he did not produce on his examination in chief any original or copy of the bill itself.

The carriers who wished to rest their case on the fire clause in the bill, inquired of him on cross interrogatories whether one or more of the bills had not been delivered to him, and directed him, if one had, to annex "the same or a certified and proved copy to his deposition, and to let the same be properly identified by the commissioner in his return." The witness answering that one of the bills had been delivered to him annexed "a true copy of it from his books." The fire clause appeared in it; though the witness stated that the cotton was shipped on the steamer before the bills were signed; that he had not examined the bills; that "his attention was not called to the fire clause," and that his firm had no authority to ship for their principals with that exemption.

*On the trial, the plaintiff, not having made objection during the execution of the commission nor by motion to suppress, objected to the reading of the answers to the cross interrogatories which showed a copy of the bill; the ground of the objection being that the contract was shown to be in writing, and that no foundation had been laid for secondary evidence, either by notice to produce the original bill, or by evidence of its loss. But the Court overruled the objection. The defendant had judgment. On error four objections were made to it here.*

1. Because it was doubtful whether as common carriers the defendants could exempt themselves from risks by fire.

2. Because if they could, still that Front & Son, who were really but agents of the York Company, could not give their assent to such exemption.

3. Because if they had given such assent no consideration had been paid by the company, in a reduced rate of fare or otherwise, for this restriction of the carrier's common law obligation.

4. Because the copy of the bill of lading, in the

absence of notice to produce the original or proof of its loss, was improperly allowed to be read.

Mr. Justice FIELD delivered the opinion of the Court.

The right of a common carrier to limit his responsibility by special contract has long been the settled law of England. It was the subject of frequent adjudication in her Courts, and had there ceased to be a controverted point before the passage of the Carrier's Act of 1830.

\* In this country, it was at one time a subject of much controversy whether any such limitation could be permitted.

It was insisted that, exercising a public employment, the carrier owed duties at common law, from which public policy demanded that he should not be discharged even by express agreement with the owner of the goods delivered to him for transportation. This was the ground taken by Mr. Justice Cowen, of New York, in *Cole vs. Goodwin*; and, although what that learned judge said on this point was a mere *obiter*, as the question presented was not upon the effect of a special agreement, but of a general notice, it appears to have been adopted by a majority of the Court in the subsequent case of *Gould vs. Hill*. But from this doctrine that Court has since receded; and in a recent decision, the Court of Appeals of that State has affirmed the right of the carrier to stipulate for a limitation of his responsibility. The same rule prevails in Pennsylvania; it has been asserted in Ohio and Illinois, and it is believed, in a majority of the other States; and in the New Jersey Steam Navigation Co. vs. The Merchants' Bank, it received the sanction of this Court.

Nor do we perceive any good reason, on principle, why parties should not be permitted to contract for a limited responsibility. The transaction concerns them only; it involves simply rights of property; and the public can have no interest in requiring the responsibility of insurance to accompany the service of transportation in face of a special agreement for its relinquishment. By the special agreement the carrier becomes, with reference to the particular transaction, an ordinary bailee and private carrier for hire.

The law prescribes the duties and responsibilities of the common carrier. He exercises, in one sense, a public employment, and has duties to the public to perform. Though he may limit his services to the carriage of particular kinds of goods, and may prescribe regulations to protect himself against imposition and fraud, and fix a rate of charges proportionate to the magnitude of the risks he may have to encounter, he can make no discrimination between persons, or vary his charges from their condition or character. He is bound to accept all goods offered within the course of his employment, and is liable to an action in case of refusal. He is chargeable for all losses except such as may be occasioned by the act of God, or the public enemy. He insures against all accidents which result from human agency, although occurring without any fault or neglect on his part; and he cannot, by any mere act of his own, avoid the responsibility which the law thus imposes. He cannot screen himself from liability by any general or special notice, nor can he coerce the owner to yield assent to a limitation of responsibility by making exorbitant charges

when such assent is refused. The owner of the goods may rely upon this responsibility imposed by the common law, which can only be restricted and qualified when he expressly stipulates for the restriction and qualification.

But when such stipulation is made, and it does not cover losses from negligence or misconduct, we can perceive no just reason for refusing its recognition and enforcement. We do not understand that the counsel for the plaintiff in error questions that the law is as we have stated it to be. His positions are that the agents of the plaintiff at Memphis, who made the contract with the Illinois Central Railroad Company, were not authorized to stipulate for any limitation of responsibility on the part of that company; and that no consideration was given for the stipulation made.

The first of these positions is answered by the fact that it nowhere appears that the agents disclosed their agency when contracting for the transportation of the cotton. So far as the defendant could see, they were themselves the owners. The second position is answered by the fact, that there is no evidence that a consideration was not given for the stipulation made. The company, probably, had rates of charges proportioned to the risks they assumed from the nature of the goods carried, and the exception of losses by fire must necessarily have affected the compensation demanded. Be this as it may, the consideration expressed was sufficient to support the entire contract made.

The objection urged to the introduction of the copy of the bill of lading annexed to the deposition of the witness Front, was properly overruled. The deposition was taken upon a commission, and in such cases the general rule is, that all objections of a formal character, and such as might have been obviated if urged on the examination of the witness, must be raised at such examination, or upon motion to suppress the deposition. The rule may be different in some State Courts; but this rule is more likely than any other to prevent surprise and secure the ends of justice. There may be cases where the rule should be relaxed, as where the deposition is returned at so brief a period before the trial as to preclude a proper examination, and prevent a motion to suppress. In this case there was no occasion for any such relaxation of the rule, and had the objection been taken before the trial—either at the examination of the witness or on a motion to suppress—to the proof of the copy without producing the original or showing its loss, the opposite party would undoubtedly have secured the production of the original, if in existence, or if lost or destroyed, been prepared to account for its absence.

Judgment affirmed.

**G**eneral Boyle, President of the Evansville, Henderson and Nashville Railroad, states that sixty miles of the grading of that road has been completed, extending to the extensive coal mines in Hopkins county. \$675,000 have been subscribed along the route, and Evansville will subscribe \$800,000, indicating that the road will certainly be built.

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#### Railroads and Canals of Pennsylvania.

We give in our present issue an abstract statement of the Annual Report of the Hon. J. F. Hartranft, Auditor General of the State, for the year 1866, showing the length, cost, indebtedness, earnings, dividends, etc., etc., of all the steam and horse railroads and canals of the State, as far as reported to the Legislature. This State has now more miles of railroad in operation than any other State in the Union. There are in the State 102 railroads, of which 27 are either leased to or operated under contract by other companies. Five are in progress, viz: Connecting, Philadelphia, 7 miles; Enterprise; Lehigh and Lackawanna; Nesquehoning Valley, 13 miles; and the Perkiomin. Three have not reported, viz: Alleghany Valley, Junction, and McCauley Mt. and Black Creek. There are also 26 horse railroads and 14 canals. Of the former, 19 are in Philadelphia, 4 in Pittsburg and Allegheny, 1 in Harrisburg, 1 in Williamsport and 1 in Wilkesbarre.

The returns of 78 steam railroads are given in the table referred to the total length of which is 4,437 miles, costing for construction and equipment, the sum of \$467,684,408 27. To operate these roads there are required 1,716 locomotives, 488 baggage and mail cars, 870 passenger cars, 19,803 freight cars, 27,059 coal cars. The roads have on them 1,837 bridges and 13,925 stations and depots. The capital stock of the railroads is \$193,139,081 36, and the debts amount to \$109,921,302 53. During 1866 the tonnage was the enormous amount of 490,025,998 tons and they carried 17,734,216 passengers. Their receipts were \$70,990,749 44, whilst the expenses of all descriptions amounted to \$41,032,146 98. On these steam roads in 1866 there were 324 persons killed and 451 injured by accidents. Of the killed, 13 were passengers, 151 employees of the companies, and 160 others. Of the injured, 66 were passengers, 267 employees and 118 others. The 26 horse railroads in the State have 189½ miles of roadway, costing \$5,284,896 96 for construction and equipment. They are operated by 4,314 horses and 770 cars, and during 1866 carried 37,461,991 passengers. The receipts of the horse railroads were \$3,410,544 85, and their expenses \$2,418,624 18. During 1866 there were 9 persons killed and 23 injured on these roads. There are 804½ miles of canals in the State, and during 1866 their receipts were \$3,608,527 92, and their expenses \$1,544,801 97.

#### Richmond County Railroad.

A meeting was recently held at Richmond, S. I., "to organize the proposed road from Rossville to Port Richmond. Only \$4,000 were subscribed. The name of the Company is the Richmond County Railroad and Ferry Co., formed for the purpose of constructing and operating a railroad from Ward's Point, through Rossville and Richmond, to Port Richmond, and thence upon and over the waters of the Kill von Kull, to Bergen Point, N. J. The organization shall be for 100 years; capital stock shall be \$250,000, divided into 5,000 shares of \$50 each. Its extreme length will be 14 miles, as nearly as may be. Springville is one of the places through which the proposed road shall pass. Clarence Delafield, Port Richmond; H. J. Corson, Springville; W. H. Geib, Richmond, and Israel Oakley, Rossville, were empowered to call a meeting together when-

ever they shall have obtained the requisite amount of subscriptions."

#### Plastic Slate Roofing.

We invite attention to the Advertisement of the Plastic Slate Roofing Joint Stock Co., in another column. The materials used in the formation of this article are slate stone and gluten or other vicious matter. Slate stone and coal tar are too well known to require a description. Associated in geology—perhaps originally combined—an affinity is found to exist, and the slate being pulverized and brought into contact, a union is formed which no power can dissolve. The materials used are both cheap and abundant. A mastic, it adapts itself to every shape and condition. Adhesive, it needs no nails or hooks to attach it. It is non-combustible; impervious to air or water; undecaying and indestructible. Neither heat nor cold can compel it to expand or contract. Steam cannot penetrate it. Fire will not burn it. Time and the elements only mature and perfect it. It has been used with great success at the depots and bridges of railroad companies; also for the arching of tunnels. It prevents moulding. It costs less than ordinary paint or cement of any kind.

#### Illinois Central Railroad.

The statement of this Company for the month ending March 31, 1867, is as follows:

##### LAND DEPARTMENT.

Acres Construction Lands	
Sold .....	7,489.66 for \$75,241 45
Acres Int. Fund Lands	
sold .....	757.24 for 11,547 54
Acres Free Lands sold .....	3,049.45 for 35,757 18

Total sales during month	
of March, 1867 .....	11,296.35 for \$122,546 17
To which add Town Lot	
Sales .....	1,010 00

Total of all .....	11,296.35 for \$123,556 17
Cash collected in March .....	\$167,642 56

##### TRAFFIC DEPARTMENT.

Receipts from Freight .....	\$239,776 00
do. Passengers .....	132,217 85
do. Mails .....	6,858 83
do. Rent of Road .....	4,000 00
do. Other Sources .....	35,000 00

Total Receipts in March, 1867 .....	\$417,852 18
Total Receipts in March, 1866 .....	\$516,821 75

#### Pennsylvania Railroad.

An adjourned meeting of the stockholders of this company will be held in Philadelphia on the 30th inst., at which the act of Assembly, approved March 22, 1867, entitled "An act to repeal an act entitled 'A further supplement to the act incorporating the Pennsylvania Railroad Company, authorizing an increase of capital stock and to borrow money,' approved the 21st day of March, A. D. 1866, and also to authorize the Pennsylvania Railroad Company by this act to increase its capital stock, to issue bonds and to secure the same by mortgage," approved the 22d day of March, A. D. 1867, a proposed increase there under of the capital stock of this company by 300,000 shares, and the issue of the same from time to time by the Board of Directors, and the proposed exercise of the said Board of Directors, of the powers granted by the said act of issuing bonds and securing the same by mortgages for the purposes in the said act mentioned, and within the limits therein prescribed, will be submitted to the stockholders for their action in the premises,

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna...100	\$1,604,145			Hannibal and St. Joseph...100	\$1,900,000			Rensselaer and Saratoga...100	\$500,000	A. & O.	Oct.'66 4
Allegheny Valley.....50	1,498,400			Do. do. pref...100	5,235,830			Richmond and Danville...100	2,000,000		
Alton and St. Louis....100	125,000	J. A. J&O	Jan.'67 1	Housatonic.....100	\$20,000			Richmond and Petersg.100	\$47,000		
Atlanta and West Point....100	1,232,200			" pref.....100	1,180,000	M. & N.	Nov.'66 4	Rich, Fred. and Potomac...100	1,041,800		
Atlantic & N. Carolina...100	5,445,225			Hudson River.....100	6,967,971	A. & O.	Apr.'67 4	Rome, Watert. and O'nb...100	2,385,500	J. & J.	Jan.'67 5
Atlantic & Gt. Western...50	11,522,150			Huntingdon & B'd Top...50	494,330			Rutland and Burlington...100	2,233,376		
" " " pref...50	1,912,000			" pref. 50	190,750	J. & J.	Jan.'67 2	St. L., Alt. and T. Haute...100	2,800,000		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jan.'67 2	Illinois Central.....100	23,388,450	F. & A.	Feb.'67 5	" " " pref. 100	1,700,000	Annual.	Mar.'67 7
Augusta and Savannah...100	783,700			Indianapolis & Cincinnati...100	1,689,900	M. & S.	Mar.'67 4	Saratoga and Hudson...100	500,000	A. & O.	Oct.'66 3
Baltimore and Ohio...100	16,151,982	A. & O.	Apr.'67 1	Jefferson..Mad. & Ind...100	2,000,000	J. & J.	Jan.'67	Saratoga and Whitehal...100	500,000	A. & O.	Oct.'66 3
Do. Washington Br....100	2,360,000	A. & O.	Apr.'67 1	Joliet and Chicago...100	1,500,000	J. A. J&O	J'n.'67 1	Savannah and Charleston...100	1,000,000		
Baltimore City Passenger...670,000		F. & A.	Feb.'67 3	Lexington & Frankfort...100	514,646	M. & N.	Nov.'66 3	Schuylkill and Susqueh'a...to	1,269,150		
Boston and Chelsea...100	110,000	J. & J.	Jan.'67 1	Little Miami.....100	3,572,400	J. & D.	Dec.'67 4	Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'67 5
Bellefontaine Line.....100	4,420,000			Little Schuylkill...100	2,646,100	J. & J.	Jan.'67 2	Schuylkill Valley...50	576,050	J. & J.	J'n.'67 2
Belvidere Delaware...100	997,112			Lomb. and South St.(Ph.) 25	90,000			Seaboard and Roanoke...100	844,200		
Berkshire*.....100	600,000	J. A. J&O	A. 67 1	Long Island.....50	3,000,000	F. M. A. N.	Feb.'67 2	Second Avenue (N. Y.)...100	650,000	A. & O.	Oct.'66
Blossburg & Corning...50	250,000	J. & D.	Die.'66 2	Lehigh and Susquehanna...50	6,104,050	M. & N.	Nov.'66 5	Shamokin V. and Pottav.* 50	869,450	J. & A.	Aug.'66 2
Boston, Concord & Mont...100	459,000			Lehigh Valley.....50	10,734,100	J. A. J&O	Ap.'67 24	Sixth Avenue (N. Y.)...100	750,000	J. A. J&O	
Do. do. pref. 100	1,340,400			Lexington & Frankfort...100	514,646	M. & N.	Nov.'66 3	South Carolina.....100	2,819,275		
Boston and Lowell...100	182,000	J. & J.	Jan.'67 4	Little Miami.....100	200,000	J. & J.	Jan.'67 3	South Shore.....100	259,685		
Boston and Maine...100	4,076,974	J. & J.	Jan.'67 5	Lowell and Lawrence...100	200,000	J. & J.	Jan.'67 3	South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Boston and Providence...3,360,000	J. & J.	Jan.'67 5	Macon and Western...100	1,500,000	J. A. J&O	Apr.'67 4	Southern Mississippi...100	1,000,000			
Boston and Worcester...100	4,510,000	J. & J.	Jan.'67 5	McGregor Western*...100	1,500,000	M. & O.	Apr.'67 4	Springfield and Columbus...100			
Broadway (Boston)...100	326,000			Mahanoy & Bd Mount'n* 50	921,615			Staten Island.....100	678,500	J. & J.	Jan.'67 4
Broadway & 7th Av.(N. Y.)100	2,100,000	J. & J.	Jan.'67 6	Maine Central.....100	1,600,860			Syr., Bingham. and N. Y. 100	1,200,130		
Brooklyn City & Newtn...10	1,000,000	F. & A.	F. '67 2	Manchester & Lawrence...100	1,000,000	M. & N.	Nov.'66 4	Taunton Branch.....100	250,000	J. @ J.	Jan.'67 4
Brooklyn & Newtn...100	366,000			Marietta & Cincinnati...50	2,029,778			Tennessee and Alabama...100	595,922		
Buff, New York & Erie*...100	850,000	J. & J.	Jn.'67 8	" 1st pref. 50	6,585,138	M. & S.	Sep.'66 3	Terre Haute and Indiana...50	1,983,150	J. & J.	Jan.'67 6
Buffalo and State Line...100	2,200,000	F. & A.	Feb.'67 5	" 2d pref. 50	4,051,744	M. & S.	Sept.'66 3	Third Avenue (N. Y.)...100	1,750,000	J. @ J.	Jan.'67 2
Cambridge Horse (Boston)*100	7,780	A. & O.	A. '67 4	Memphis and Charleston...100	5,312,725	M. & S.	Mar.'67 4	Thirteenth and Fif. (Ph.) 50	1,660,000		
Camden and Amboy...100	6,841,200	F. & A.	Feb.'67 5	Memphis and Ohio.....100	570,000	J. & J.	Jan.'67 5	Tol., Peoria and Warsaw...100	1,700,000		
Camden and Atlantic, pref...60	600,000			Metropolitan (Boston)...100	1,250,000	J. & J.	Jan.'67 5	" 1st pref. 100	908,176		
Cape Cod.....60	72,925	J. & J.	Jan.'67 5	Michigan Central.....100	7,502,466	J. & J.	Jan.'67 5	" 2d pref. 100	5,400,000		
Catawissa, pref.....50	1,150,000			Mich. So. & North. Ind...100	9,811,300	F. & A.	F. '67 3	Tol., Wabash and West...50	1,000,000	M. & N.	N. '66 3
Catawissa, pref. ....50	2,200,000	F. & A.	Ap. '67 4	Muscogee.....100	669,560	F. & A.	F. '67 3	Troy and Boston.....100	607,111		
Cayuga & Susquehanna...100	589,110			Mississippi Central.....100	2,096,261	F. & A.	Feb.'67 3	Troy and Greenbush*...100	274,400	J. & D.	D. '66 3
Central of Georgia...100	4,666,300	J. A. J&O	A. '67 24	Mobile and Ohio.....100	8,583,300	J. & J.	Feb.'67 7	Troy, Salem and Rut'l'd...100	800,000	A. & O.	Oct.'66 3
Central of New Jersey...100	12,000,000	J. A. J&O	Dec.'66 7	Montgomery & W. Point...100	1,419,769	J. & J.	Jan.'67 5	Union Transport'n (Bos.) 100	200,000		
Central Ohio.....100	2,000,000			Morris and Essex...100	5,500,000	F. & A.	F. '67 3	Union Pacific.....100	2,800,000	J. & J.	Jn.'67 14
Central Ohio, pref...100	400,000		Annual	Muscogee.....100	669,560	F. & A.	F. '67 3	Union Pacific (Cent. Br.) 100	1,000,000	M. & N.	N. '66 3
Con. Park, N. E. & River...100	955,963			Mississippi Central.....100	2,096,261	F. & A.	Feb.'67 3	Troy and Boston.....100	607,111		
Charlotte & S. Carolina...100	1,201,000	J. A. J&O	Apr.'67 2	New Haven & N. London...100	738,538	J. & J.	Feb.'67 8	Troy and Greenbush*...100	274,400	J. & D.	D. '66 3
Chemung*.....100	380,000	J. A. J&O	Feb.'67 2	N Haven & Northampton...100	1,224,100	J. & J.	Jan.'67 3	Troy, Salem and Rut'l'd...100	800,000	A. & O.	Oct.'66 3
Cheshire, preferred.....100	2,017,822		Annual	New Jersey.....100	5,000,000	F. & A.	Feb.'67 5	Union Transport'n (Bos.) 100	200,000		
Chicago and Alton...100	5,886,642	M. & S.	Mar.'67 5	New London Northern...100	895,000	M. & S.	Mar.'67 4	Union Pacific (E. D.).....100			
" " " pref. 100	2,425,576	M. & S.	Mar.'67 5	N. O., Jackson & Gt. N. 100	4,697,457	F. & A.	Feb.'67 3	Union Pacific (Cent. Br.) 100			
Chicago, Burl. & Quincy...100	10,193,010	M. & N.	Nov.'66 5	New York Central.....100	26,530,000	F. & A.	Feb.'67 3	Troy and Boston.....100	607,111		
Chicago, Iow. & Nebraska...100	4,390,000			New York & Harem...100	6,000,000	J. & J.	Nov.'66 4	Troy and Greenbush*...100	274,400	J. & D.	D. '66 3
Chicago, Iowa & Nebraska...100	1,000,000	J. & J.	Jul.'66 5	N. Y., Provid. & Boston...100	1,755,281	J. & J.	Jan.'67 3	Troy, Salem and Rut'l'd...100	800,000	A. & O.	Oct.'66 3
Chicago and Milwaukee...100	2,227,000			Niag. Bridge & Catandai*100	1,000,000	J. & J.	Jan.'67 3	Union Transport'n (Bos.) 100	200,000		
Chicago & N. Western...100	11,160,927			Ninth Avenue.....100	765,380			Union Pacific.....100	2,800,000	J. & J.	Jn.'67 14
" " " pref. 100	12,994,118		Annual	North Carolina.....100	4,000,000	F. & A.	Feb.'67 5	Vermont Valley.....100	516,164		
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 6	North Missouri.....100	2,369,207	J. & J.	Jan.'67 4	Virginia Central.....100	2,353,679		
Chi., Ham. & Dayton...100	3,128,100	A. & O.	Apr.'67 5	North Pennsylvani.....100	3,150,150	J. & J.	Jan.'67 4	Virginia and Tennessee...100	3,452,815		
Cin., Richmon & Chicago...100	350,000			Northern Central.....100	4,518,900	F. M. A. N.	Feb.'67 2	Western (Mass.).....100	6,710,800	J. & J.	Jan.'67 5
Cin. & Indianap. Junction...100	1,800,000			Northern of N. Hampsh...100	3,067,400	J. & D.	Dec.'66 4	Western Union.....100	2,687,237		
Cincinnati and Zanesville...100	1,600,260			Northern of N. Jersey...100	158,800	J. & J.	Jan.'67 5	West Philadelphia.....100	249,100	J. @ J.	Jan.'67 5
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan.'67 6	North Missouri.....100	2,369,207	J. & J.	Jan.'67 4	Wilm. and Manchester...100	1,130,470		
Cleve, Col. & Cincinnati...100	6,000,000	F. & A.	Feb.'67 4	North Pennsylvani.....100	3,150,150	J. & J.	Jan.'67 4	Wilm. and Weldon...100	1,340,213		
Cleveland & Mahoning...100	2,044,600	M. & N.	Nov.'66 4	Northern Central.....100	4,518,900	F. M. A. N.	Feb.'67 2	Winona and St. Peter...100	1,175,000		
Cleveland, Painav. & Ashita...100	5,000,000	J. & J.	Jan.'67 4	Northern of N. Hampsh...100	3,067,400	J. & D.	Dec.'66 4	Worcester and Nashua...75	1,141,000	J. & J.	Jan.'67 5
Cleveland and Pittsburgh...100	5,481,600	A. & O.	Apr.'67 4	Northern of N. Jersey...100	158,800	J. & J.	Jan.'67 5				
Cleveland and Toledo...100	5,030,000	A. & O.	Apr.'67 4	North Missouri.....100	2,369,207	J. & J.	Jan.'67 4				
Col. & Indianapolis Can...100	4,000,000	J. A. J&O	A. '67 24	North Pennsylvani.....100	3,150,150	J. & J.	Feb.'67 5				
Columbus and Xenia...100	5,186,200	J. & J.	Jan.'67 5	Norwich & Worcester...100	2,363,600	J. & J.	Jan.'67 5				
Concord.....100	1,500,000	M. & N.	My '67 5	Ogdensb. & L. Champf'n...100	3,077,000	F. & A.	Feb.'67 5				
Concord & Portsmouth...100	350,000	J. & J.	Jn.'67 3	Panama.....100	6,000,000	A. & O.	Apr.'67 4	Phil. Germn't & Nor'tn 50	1,507,800	J. & J.	Jan.'67 5
Coney Island & Brooklyn...100	500,000			Pennsylvania.....100	20,000,000	J. A. J&O	Apr.'67 6	Phil. Germn't & Nor'tn 50	1,507,800	J. & J.	Jan.'67 5
Conn. & Passump. Rivers...100	1,673,300	J. & J.	Jan.'67 3	Pennsylvania.....100	20,000,000	M. & N.	Nov.'66 4	Phil. Germn't & Nor'tn 50	1,507,800	J. & J.	Jan.'67 5
Connecticut River.....100	1,650,000	J. & J.	Jan.'67 4	Pennsylvania.....100	20,000,000	F. & A.	Feb.'67 5	Phil. Germn't & Nor'tn 50	1,507,800	J. & J.	Jan.'67 5
Cumberland Valley...50	1,316,900	A. & O.	Apr.'67 4	Pennsylvania.....100	20,000,000	F. & A.	Feb.'67 5	Phil. Germn't & Nor'tn 50	1,507,800	J. & J.	Jan.'67 5
Danbury and Norwalk...100	306,900			Pennsylvania.....100	20,000,000	F. & A.	Feb.'67 5	Phil. Germn't & Nor'tn 50	1,507,800	J. & J.	Jan.'67 5
Dayton and Michigan*...100	1,288,491	J. & J.	Jan.'67 3	Pennsylvania.....100	20,000,000	F. & A.	Feb.'67 5	Phil. Germn't & Nor'tn 50	1,507,800	J. & J.	Jan.'67 5
Delaware.....50	406,132	J. & J.	Jan.'67 3	Pennsylvania.....100	20,000,000	F. & A.	Feb.'67 5	Phil. Germn't & Nor'tn 50	1,507,800	J. & J.	Jan.'67 5
Del., Lackaw. & Western...100	12,288,550	J. & J.	Jan.'67 6	Pennsylvania.....100	20,000,000	F. & A.	Feb.'67 5	Phil. Germn't & Nor'tn 50	1,507,800	J. & J.	Jan.'67 5
Des Moines Valley...100	1,550,										

**Eastern Shore Railroads.**

As considerable has been said lately through the newspapers and by individuals about the proposed new railroads of the Eastern Shore of Maryland, and particularly that of Elkton and Massey's Cross Roads, for which a charter was granted by the last Legislature of this State, we have been at some pains to inquire, and have elicited the following facts, which have been furnished by parties professing to be thoroughly posted in the affair: From Elkton to Head of Sassafras is nineteen miles by public road, and would probably be a shorter distance by rail, and from the latter point to Massey's Cross Roads the distance is five miles. At this point the road would connect with the Kent County Railroad, which again connects at some point further down with the Queen Anne's Railroad; thus giving an unbroken rail to Baltimore or Philadelphia, *via* the Elkton junction, shortening the distance of travel from those middle counties of the Eastern Shore to Baltimore considerably; while the distance would be no greater than those points to Philadelphia by the proposed line of Eastern Shore roads than by the Delaware road.

The road is already graded from Elkton to the Bohemia River, which is thirteen miles, and our informant assures us that the Philadelphia, Wilmington and Baltimore Railroad Company are ready to construct it from Elkton to the old Frenchtown road, four miles.

The State of Maryland's appropriation to the road is \$58,000, and considerable sums have been subscribed by individuals, together with the work which the Philadelphia, Wilmington and Baltimore Railroad Company propose to do, would amount to fully half the cost of the entire work. The damages of property owners would be nominal, as the greater part of such damages would be taken in stock. The prospects, we think, are very favorable toward building this important link to connect the Eastern Shore with Baltimore by a shorter, more convenient and less expensive route than the present Delaware road. If the matter were taken in hand properly by enterprising men, who would fairly represent the great advantages of the road to the State of Maryland, we think sufficient means could be raised in a short time in the city of Baltimore to complete the road. What men have we in Kent and Cecil who will display the requisite amount of enterprise to take hold and get the work under way? If once started, the great advantages of the road are so apparent that we hazard the prediction that it would soon be completed.—*Elkton Whig.*

**The Erie Coal Trade.**

It is stated that in the exportation of coal Erie ranks second in the United States. The amount of the export trade during the season of 1866, was 251,317 tons, of which about 25,000 tons was anthracite, and the remainder bituminous. The entire trade amounted to 377,990 tons. The soft or bituminous coal is obtained from Mercer, Lawrence and Beaver Counties, and is shipped *via* the Erie and Pittsburg Railroad and the Erie Canal to the docks in Erie, whence it is taken by vessels to the ports on the upper lakes—mostly to Chicago. The return freights are made up from the iron ores of Lake Superior. The freight and tolls on the canal during the season of 1866, were from \$1 75 to \$2 25 per ton, according to distance, and the tariff by the railway was about 2½ cents per ton mile, while lake freights for coal to Chicago ranged from \$1 25 to \$1 50 per ton. The port of Cleveland is the only competing point of any importance for the shipment of soft coal.

**The Wisconsin Legislature** has passed the bill prohibiting the consolidation of the Milwaukee and St. Paul and the Milwaukee and Prairie du Chien Railroads with the Chicago and North Western Railroad,

**The Ohio River Ship Canal.**

Both houses of Congress have passed a joint resolution providing for the necessary survey for a ship canal around the falls of the Ohio River. The resolution directs the Secretary to cause surveys, with plans and estimates of cost, to be made by an officer of the Engineer Corps, for a ship canal suitable for military, naval and commercial purposes, around the falls on the Indiana side, and to cause said officer also to estimate the expense of completing the Louisville and Portland Canal, on the Kentucky side, according to the present plan. The expenses of these surveys are to be defrayed from existing appropriations. The report will be laid before Congress next session for decision, whether the old canal shall be completed or a new one made.

**Copper Falls Mining Co.**

The prospects of this company are good. The mining expenses are light compared with the product, it being stated that their copper can be mined at 15 cents per pound, and the lowest estimate made being \$8,000 per month. The assets of the company are: Supplies at mine \$68,200—104 tons mineral \$37,500; cash \$4,350. Loaned \$23,850; Arnold Mining Company \$4,600; Ingot Copper in New York \$3,500—amounting to \$142,000. Liabilities due at mine \$35,000; drafts in transitu \$33,000; due Humboldt Mining Company \$2,500. Balance assets over liabilities \$71,500.

**A meeting of gentlemen** was held at Dubuque, Iowa, last week, to take action on the project of building a bridge across the Mississippi at that city. Preliminary steps towards the formation of the Dubuque Bridge company were taken, and much enthusiasm in favor of the enterprise was manifested. Newton Chaping, of Chicago, estimated the probable cost of the bridge at \$1,000,000. It must, under the act of Congress, be fifty feet above high water mark, if of continuous spans, and if a draw-bridge, forty feet. The Legislature of Illinois has consented to the building of the bridge, and that of Iowa will do so.

**The report of the Huron Mining Co.**, states the liabilities at \$537,000, and its assets, including ingot copper and copper ore, and assessment \$3 per share, \$532,000. The real estate of the company is valued at \$350,000; mining plant and machinery, \$472,000. New machinery has just been placed in the mine, which will hereafter be worked at greater advantage.

**A mining company**, owning eight square miles of the celebrated Pictou coal bed in Nova Scotia, has been organized in Brunswick, Me., Samuel R. Jackson is President, Charles Boutelle, Treasurer, both of Brunswick; and John L. Hodson, of Augusta, Secretary.

**We learn that** the rates of toll and transportation *via* Lehigh Valley Railroad from Mauch Chunk to Easton have been fixed at 80 cents, and \$1 22 from Easton to Elizabethport, making the rate from Mauch Chunk to Elizabethport \$3 02. To Port Johnson the rate is \$1 29 per ton.

**The gross receipts** of the Baltimore City Passenger Railway Co. for the first quarter of the present year were \$74,388 45.

**The Welland canal** will be open for navigation on the 23d inst.

**Cobourg and Marmora Railway.**

We learn from a trustworthy source that the greatest activity now prevails along the Belmont portion of this new route. Forty men are engaged in providing material and framework for the wharf, on the River Trent, just above the Narrows. Gangs of men are to be found at intervals along the track, cutting out the roadway or preparing ties, while eighty men are at work at the ore bed removing the surface earth, and preparing the approach for the track to the deposit of ore. It is said that 400 men will be required permanently to work in getting out the ore, loading the cars, &c.; and as these men and their families will reside at the ore bed, the place will be one of considerable bustle and business during the approaching season. Already the adjacent property has been surveyed into village lots, an engraved plan of which is being prepared, and in which intending residents are already making investments.—*Peterborough Review.*

**Interest and Dividends.**

The Baltimore and Ohio Railroad Co. have declared a dividend of 4 per cent. on the stock of the Main Stem, payable on the 30th of April; also a dividend of five per cent. on the capital stock of the Washington Branch, payable on the 16th of April. Both dividends are payable at the Merchants' National Bank, Baltimore. The United States tax will be paid by the company.

The Concord Railroad Company have declared a dividend of five per cent., payable May 1, 1867, at Boston, Nashua, Concord and Manchester.

**The President has signed the joint resolution** providing for the necessary surveys for a canal between Lake Erie and Lake Ontario, for military, naval and commercial purposes.

**The receipts of the Towsontown Passenger Railroad Company** for the first quarter of the present year, less the Government tax, were \$1,616 05.

**The first vessel** through the Susquehanna and Tide Water Canal this season arrived at Baltimore on the 13th inst.

**PLASTIC SLATE ROOFING  
JOINT STOCK COMPANY.**

OFFICE 157 (Room 19) BROADWAY,

NEW YORK.

W. C. POTTER, Vice Pres't. J. M. ALLEN, Sec. and Treas. LICENSES GRANTED.

**PLASTIC SLATE  
FOR****Roofing & Other Purposes.**

The process of reconstructing Slate Stone from a disintegrated state was

PATENTED FEBRUARY 21st, 1865.

It is a combination of Pulverized Slate and Viscous Matter, (the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

**Perfectly Fire-Proof,**

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

## IRON BRIDGES.

THE undersigned is prepared to Manufacture and Build  
in any part of the United States, at reasonable terms,  
Fink's Patent Iron Bridges, Plate and Lattice Bridges,  
Plate Girders for Fireproof Buildings, Iron Roofs, Bolts,  
etc. For plans and particulars apply to

C. J. SCHULTZ,  
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Or Address  
Letter-Box No. 1,392, P. O.

## CORYDON WINCH,

Manufacturer of  
RAILROAD  
SPIKES  
AND CHAIRS.



Also all kinds of Bridge, Boat, and Plate Spikes,  
Canal St., near Second and Laurel,  
PHILADELPHIA.

## ASTONISHING!

PAINTS for Cars, Bridges, Roofs and Houses at ONE-  
THIRD the cost of lead; 100 lbs. will paint as much  
as 250 lbs. of lead, and wear better. Extract from a testi-  
monial received from the U. S. Mint, "have used the  
PECORA CO.'S BROWN PAINT here it is subject to  
the fumes of ACID and STEAM, and find it SUPERIOR  
to all others in protecting wood and metal." For joints  
it is superior to red lead. The floors and joints of bridges  
should all be painted with it as they are laid.

PECORA PAINT CO.,  
150 N. 4th St., Philadelphia.

## FOR SALE

## 3 LOCOMOTIVES, 4-8-1-2 GAUGE,

All thoroughly REBUILT by one of the best makers  
in the country, and ready for immediate use.

1—Cylinders 14x20, Link Motion, 4-56 in. Drivers  
connected, Copper Flues, weight about 24 tons; 8 wheeled  
Tender, 1,800 gallons.

This Engine has always worked admirably; Steams  
freely with dry or green wood, works and wears perfectly  
smooth; Well sprung and brassed all around. Pro-  
portions every way suited to power. A good and stylish  
model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-54 in. Drivers  
connected, Copper Flues, weight about 23 tons, 8 wheeled  
Tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any  
work; has a good record throughout.

3—Cylinders 16x20 Hooke Motion, 4-66 in. Drivers  
connected, Copper Flues, weight about 24 tons; Tender, 8  
wheeled.

Every way perfectly sound, well brased and sprung  
up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a  
transaction, and are GREAT BARGAINS to any com-  
pany wanting this sized Engine.

KASSON & CO.,  
58 Beaver St., New York.

## Thistle Mill Waste,

A new and Superior Article of WOOLEN Waste,  
combining the following

### ADVANTAGES,

- 1st. It is 20 per cent. lighter than ordinary waste.
- 2d. It will absorb 25 per cent. more oil.
- 3d. Has greater elasticity and will wear longer.
- 4th. It is less liable to ignite.
- 5th. And has a value as old waste.

The use of Wool as an ANTI FRICTION material is  
too well known to require discussion.

This waste is manufactured expressly for use in pack-  
ing Locomotive and Car Journal Boxes, and will be sold  
as low as the best Cotton Waste.

The old waste taken in exchange at a price—including  
weight of oil, dirt, &c.—which will reduce first cost over  
one-half.

Small Sample Bales furnished FREE for trial.

KASSON & CO.,  
151f 58 Beaver St., New York,

## SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell  
Feltting Mills, can now be furnished in quantities to  
suit purchasers, from the new and extensive mills now  
completed. Also, pipe, truss, upholstery and all other  
Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 128 Pearl St.,

**HOFFMAN  
ROSENDALE CEMENT,**  
BEING THE STANDARD  
Cement Used at the Brooklyn Navy Yard,  
MADE AND SOLD BY  
The Lawrence Cement Co.,  
M. W. WOODWARD, Sec'y,  
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**BELDING, KEITH & CO.,**  
AMERICAN  
Bankers and Merchants,  
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Dealers in Exchange, U. S. Bonds, and all  
American Securities.  
Orders for American or European Products Promptly  
Executed.  
Liberal advances made on approved consignments.  
Circulars (published weekly) forwarded on Application.

OFFICE ERIE RAILWAY COMPANY, No. 187 West St., NEW YORK, April 1, 1867.

NOTICE IS HEREBY GIVEN of the intention of  
this Company to extend its First Mortgage Bonds,  
due July 1, 1867, for Thirty Years, at Seven per cent. per  
annum. These Bonds are a First Mortgage of \$3,000,000  
on the entire property of the Company, and the power to  
extend them is given by a statute of the State of New  
York, which provides that the Company may extend any or  
all its Mortgage Bonds, in the order of their respective  
priorities.

Proposals will be received up to the 15th of May next,  
at the General Office of the Company in the City of New  
York, for extending any portion of the issue, and parties,  
whether present holders or others bidding the highest  
premium therefor will be entitled to extend said Bonds  
*pro rata*, on the amount of their bid, as the Bonds are  
presented by the holders.

On and after the 1st of July the Company will be pre-  
pared to extend, on the above terms, all such Bonds as the  
holders thereof may present for that purpose, at the  
office of the Company in the City of New York, and new  
sheets of Coupons for 30 years, with an indorsement  
thereon of a mutual agreement of such extension, will be  
issued and attached, with interest payable semi-annually as  
heretofore.

Persons whose bids may be accepted will have the op-  
tion of extending Bonds in London, Frankfort, or Ger-  
many, on due notice to the Company, in manner to be  
hereafter determined, of the numbers of the Bonds to be  
extended in each place.

515 ROBERT H. BERDELL, President.

**Pollock & Van Wagenen,**  
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Pushing off Cranks and Propellers, Pulling, Proving  
Chains and Ropes, Setting up Rigging, or Pulling Stumps,  
Punching Iron, Die-Sinking, etc. Improved Patent  
Hydraulic Jacks, that run out their entire length in a  
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It gives less trouble and occupies less space than ordi-  
nary boilers, and it is own super-heater. It is easily  
enlarged to any requisite power, and has no limit of power  
to which it is adaptable, always maintaining its unit of  
strength.

CIRCULARS SENT FREE, and information  
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ROOMS 9 and 10. J. B. HYDE, Agent.

## PROPOSALS FOR THE CONSTRUCTION OF THE SUMMIT DIVISION OF THE ILLINOIS AND MICHIGAN CANAL.

OFFICE OF THE BOARD OF PUBLIC WORKS, CHICAGO, March 18th, 1867.

Sealed Proposals will be received by the Board of  
Public Works, at their office, until 11 a. m. Wednesday,  
May 1st, 1867, for the excavation necessary to deepen  
the Illinois and Michigan Canal, according to the plan  
adopted, from Chicago River to Summit Lock, No. two  
(2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited  
in the office of the Board of Public Works in Chicago  
on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic  
yards of earth excavation—some of it quite hard and  
embracing considerable detached rock—and about four  
hundred seventy thousand (470,000) cubic yards of  
stratified limestone.

The work must be prosecuted so as not to interfere  
with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation,  
except the stratified rock, can be done with steam  
dredges without interfering with the navigation of the  
Canal, but the rock excavation will all have to be done  
between the close of navigation in the fall and the  
opening in the spring.

If a new line be adopted for any portion of the dis-  
tance, operations thereon may be continued the whole  
year; and the navigation of the Canal will be suspended  
at least five months in each year unless otherwise  
mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the  
end of the third season of the suspension of navigation.

A large amount of machinery will be required to  
excavate the work within the time required, consisting  
mainly of steam dredges, scows and cranes for the  
earth work, and drilling machines, pumping machinery  
and cranes for the rock.

Contractors will be required to commence work on  
the earth excavation within thirty days of the time of  
letting, and upon rock excavation by the first of No-  
vember next.

The dredges, cranes and scows now in the Canal can  
be had at an appraised value which will be made  
known to bidders prior to the letting.

Parties contracting for the work will be required to  
provide all machinery, and to put up and remove all  
dams and all works of protection, and at their own ex-  
pense to do all pumping, or whatever may be necessary  
to secure their work from water.

Proposals must be addressed to the Board of Public  
Works, endorsed "Proposal for Deepening Illinois and  
Michigan Canal," and be accompanied with the usual  
two hundred dollar (\$200) bond, with securities, to be  
approved by the Board.

Contractors will bid, stating the price for which the  
work will be done on each of the different sections, and  
the work will be let as a whole or in part, and in such  
quantities as the Board shall determine.

The Board reserve the right to reject any and all  
bids, and no proposal will be accepted unless the party  
offering it shall give evidence satisfactory to the Board  
that he has the necessary skill, experience, energy, and  
ability for doing the work, is trustworthy, and has suffi-  
cient pecuniary resources.

The Board will require such security, as according  
to their judgment, will secure the doing of the work  
according to the contract.

J. G. GINDELE,  
FRED. LETZ,  
O. J. ROSE,  
WILLIAM GOODING,  
R. B. MASON,  
Board of Public Works.